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ON LIFE.
N. LAZARUS,
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No. 20,330

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日一十月七年亥癸

HONGKONG, WEDNESDAY, AUGUST 22ND, 1923.

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TIME-TABLE:

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BOOKS OF TO-DAY.**"LA GARÇONNE" IN ENGLISH.**

[By "AUTOLYCUS."]

One of the new books we have anticipated with a considerable degree of curiosity is "The Bachelor Girl," by Victor Marguerite (Philips Ltd.). It will perhaps be remembered that under the title of "La Garçonne," this novel got its author into considerable trouble with the French Academy quite recently on account of the dangerous revolutionary moral doctrine it preached, or, rather, suggested. The English version by Hugh Barnaby, has been modified to a certain extent, though the story has been left intact, and the translator believes that "apart from questions of technique these modifications in no way detract from the interest of a vivid and powerful story dealing with a certain section of post-war society." As "The Bachelor Girl," the novel has certainly been stripped of many objectionable details that are so shocking in the original, and it remains a ruthless study of the havoc wrought in a young girl by the craving for the excitement of passion.

"SOLD LIKE MERCHANDISE."

The novel deals with the life story of Monique Lerbier, daughter of a well-to-do manufacturer. On the eve of her wedding she learns of the bargain that her father has made with her future husband. The manufacturing business is in need of money, and the heavy dowry that should have gone with the marriage has been converted into a partnership in the business. To this arrangement Monique, for her father's sake, would have had no particular objection, but in a surprise visit to a restaurant she finds her lover in company with a notorious woman. She discovers him to be a liar and a double dealer, and she begins to realize that besides having been betrayed she has been bought and sold like a piece of merchandise. Then, in a dramatic scene, she renounces father, mother, and lover, and leaves her home to make her own way in the world. Reflection brings her to a realization of the ways of the men of her class. She says in effect: "Very well, if men can behave like this, so can I. What is good for the bachelor is also good for the bachelor girl. I will do the same as they do." And so, with men of her own choosing, she drifts into the moral abyss until finally what seems an ideal marriage makes an honest woman of her—refined in the fire of love, as it were. "When we smell a flower, do we think of the manure heap?" is the concluding sentence of the novel.

Naturally, it is thoroughly French in flavour and outlook. Mr. Marguerite has a grudge against society that lives for pleasure, and makes his condemnations in pointed language. He deals mainly with types that have little to do, but gratify their physical desires. But for all that there is nothing vicious about the story; it is comparatively harmless. There is as much resemblance between "La Garçonne" and "The Bachelor Girl" as there is between the forest-bred lion roaming in his natural state, and the more domesticated menagerie exhibit stripped of tooth and claw.

POIROT—SUPER DETECTIVE.

Bravo! M. Hercule Poirot. Our dapper little, somewhat eccentric, Belgian detective friend whose acquaintance we made in the pages of "The Mysterious Affair at Styles," has reappeared to solve another murder problem of an unusually complicated nature. Mrs. Agatha Christie's new story is "The Murder on the Links" (Bodley Head). Having written what is possibly the best detective story since Conan Doyle gave us Sherlock Holmes, Mrs. Christie created a reputation that we knew would make a great deal of sustaining. Therefore we take up "The Murder on the Links" with an unusual interest. Judged by itself it is an excellent story, but the standard Mrs. Christie set herself was so high that one is a little disappointed. However, let it be said at once that nobody but an inspired genius could have produced a second novel as good as "Styles." Tales like that are only written once in a lifetime.

I will not attempt to give anything of the plot, or what Mrs. Christie builds her novel, and I notice that most of the reviews are in the same quandary, for it is indeed a pretty jigsaw puzzle of complications. The reader is marched up and down blind alleys, and put in possession of false clues until the effect is that of having walked about ten times round the Hampton Court maze. It is all wonderfully clever, and the gifted author never loses the thread of it. It is, in fact, the cleverness of it that saves the reader from exasperation.

Poirot, orderly, methodical, and finically, is just the same. His "little grey cells" work quietly toward the unravelling of the mystery, and the solution is little short of staggering. We would never have believed it! Mrs. Christie is undoubtedly the "big noise" in modern detective fiction. We want M. Poirot on the stage again as soon as possible.

"THE BLOOD SHIP."

This first novel by Norman Springer (T. Fisher-Unwin) is described by no less a critic than Sir A. Conan Doyle as "the best sea tale I ever read," which is praise indeed. But I'm afraid many readers will venture to disagree with Sir Arthur, though none will deny the luridness, or the colour, or the vividness of "The Blood Ship." Mr. Springer plays his tunes on the ten-ton bell rather than on a sweet dulcimer, which is meaning to say that he has produced such preponderating effects from records of brutality, fighting, mutinies, and seafaring hardships that the result is blinding. The life of Mr. Midshipman Easy is one of pleasurable indolence compared with that of the unfortunate who shipped aboard the Golden Bough under Captain Angus Swope!

There was Swope, Black Yankee Swope, who captained that hell-ship, a man with a twisted heart, a man who delighted in evil, and worked it for its own sake. There was Holy Joe, the shaggy-headed parson, whose weak flesh scorned the torture because of the strong, pure faith in the man's soul. There were Blackie and Beane, their red-shirts stained to orange by lust of gold. Their rascally, seductive engines wedding into a dangerous unit the mob of desperate, broken stuff, who inhabited

the fo'c'sle. There were Lynch and Fitzgibbon, the bucks, living up to their grim code; and the Kaisting, Swede, that prince of crimps. There was Cockney, the gutless swab. And lastly, and chiefly, there was the man with the scar, he who called himself "Newman, man of mystery."

VALUE FOR MONEY.

Two more of those delightful little editions of the New Anglo-French series have just been published from the Bodley Head—"Pierre Nozière" and "Au Signe de la Reine Pédagogue." In point of quality of both production and subject matter I know of no better value at half-a-crown on any stall in the literary market to-day. They are having an immense sale, which speaks well for the taste and discrimination of English readers.

"JOAN OF THE ISLAND."

Another "Island" story!—but of far greater interest than most of its recent predecessors. Henry Holt's "Joan of the Island" (Thornton Butterworth) is a romance of the glamorous South Seas, a locality fiction readers are better acquainted with than any other quarter of the globe. The interest commences when Keith Earle furtively leaves the captain's cabin of the "Four Winds," and slips overboard in the dark to escape the consequences of his crime. In due course he reaches an island to find a beautiful girl, who has been left in temporary charge of the plantation, struggling to keep mastery over the blacks, who have got out of hand. Then when pearls are found on a neighbouring reef there comes a wrangle with a rascally Portuguese trader. Fire and ruin sweep over the island to add to the thrills of a dramatic situation, and, of course, an appropriate affection develops between the charming Joan and the mystery man from the seas. Everything is in accordance with the accepted standard of such tales, but this one is particularly well written and enjoyable.

GLORIOUS PROSE WRITING.

The new and revised edition of Lionel Johnson's "The Art of Thomas Hardy" (The Bodley Head) will bring a full measure of delight to the hosts of Mr. Hardy's admirers. If Mr. Hardy is a great writer, so was Mr. Johnson a great critic. This book contains some of the most glorious prose writing of modern times, and it is a joy to read such sound literary workmanship. No phase of Mr. Hardy's work as a novelist is left untouched, and no writer had had his work criticised and analysed with such care, insight, and sympathy as Lionel Johnson brought to bear on the compilation of this magnificent piece of literary criticism. The revised edition has been long overdue, but it is now enriched by an additional section by Mr. J. E. Burton, headmaster of Bristol Grammar School, who deals with Hardy the poet. The "little critic" who den's week by week with books of a popular nature is left with a profound sense of incompetence in regarding a book like "The Art of Thomas Hardy." He feels what the stone-mason must experience when he looks upon the work of a mighty sculptor in marble. It is not a feeling of envy, but rather one of admiration for a master of the craft. Lionel Johnson's work is as imperishable as that of Hardy himself.

At a public meeting of the Ku Khix Klan at San Antonio, Texas, on July 2nd, "Emperor" Simmons revealed plans for the extension of the "Invisible Empire" over all the white English-speaking peoples.

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THE HONGKONG HOTEL CO., LIMITED. ANNOUNCEMENT.

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

- (a) "Cash" means any coins or notes current in the Colony.
- (b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises, except for cash.**(2) Sub-section (1) of this section shall not apply to the following:—**

- (a) any sale by the proprietor of an hotel to a person residing at the hotel;
- (b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other *bona fide* meal for which a charge of at least thirty cents can be reasonably made;
- (c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employe in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.**5.—Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.**

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

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WALTER J. HAWKER,

Secretary.

Hongkong, 15th August, 1923.

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The complete report, with additions up-to-date, will be reprinted in

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OUR SUMMER INSECT PESTS.

HOW TO BATTLE WITH THEM.

The China Journal of Science and Arts

says:—

Now that the summer is in full swing the ever present problem of how to exterminate the numerous insect pests with which mankind is troubled confronts us with its usual insistence. All of us in one way or another are subject to annoyance by noxious insects, and, indeed, when we stop to consider the question, we must come to realize that insects more than any other group of animals are the enemies of man on this earth.

It has been estimated that there are more species of insects, the term being used in its restricted sense and only including the members of the class *Insecta*, or six-legged arthropods, than there are species of all the rest of the animal kingdom put together, a fact which is remarkable, to say the least of it. It is significant in that it shows that this group of animals has proved, on the whole, far more successful than any other, its only serious rival being man himself.

When we come to think of it, we find that not only are insects themselves arrayed against us in the struggle for existence, but they have, so to speak, entered into an alliance with the other great group of enemies of man, the microbes, in a war of extermination, and our ingenuity is taxed to the extreme limit in order to survive in the terrible conflict that is ever raging.

Mosquitoes, flies, fleas, lice, and bedbugs are all true insects, and have all been found guilty as disease carriers and transmitters. The number of humans that die annually from fly-borne diseases runs into hundreds of thousands, nor is the number of those killed by germs transmitted from one human to another by mosquitoes much less. Lice, it appears, are entirely responsible for the spread of typhus, and, of course, as everyone knows, the bubonic plague is spread purely by the agency of the common rat flea.

The damage done every year to woolen goods, furs and the like by different species of *Melophagidoptera*, of which the ordinary clothes moth is the best known example, is incalculable, while enormous quantities of cereal food stuffs are ruined by the activities of these insects and weevils.

The farmer, market gardener and horticulturalist have to wage a never ending war on a host of different kinds of insects in order to reap the rewards of their labours, while the good housewife is equally put to it in her endeavours to keep her kitchen free from the ubiquitous cockroach that gets into everything and breeds well, like flies!

The librarian is troubled for his books, which are subject to the attacks of the silver-fish insect and the bookworm, the architect, building contractor and landowner are harassed with thoughts of the all-devouring white-ant or termite, which works in the dark, and whose presence is never even suspected till the damage is done.

The least the insects do to us is to make life a misery during the warmer months, by buzzing round our ears, stinging us in sundry places, ruining our clothes, getting into our food; the worst is to cause sickness, pain and death, often on an appalling scale.

The cry of humanity, then, is, how to be rid of these insect pests; how to exterminate them, or, at least, how to safeguard itself against their attacks.

MAN'S SHIFTLINESS.

On the whole it is somewhat to be wondered at that man to-day is still so helpless a prey to the insect world. In spite of the fact that scientists have devoted considerable time to the problem, with, in many cases, extraordinary success, mankind is still a victim, and we cannot help wondering why this should be.

It is to be feared, that the chief reason why insect pests remain in this, the age of enlightenment and scientific progress, as great a menace and scourge to the human race as ever, is that there is such a deplorable lack of co-ordinated effort on the part of mankind in the fight against insects, and what is gained at one point through the vigorous onslaught of one section of the community is lost at another through the listlessness of the rest. The efforts of those who put forth any effort at all are more prone to be directed to securing their own individual freedom from attack than to combining with others in a general plan of campaign, and it is left mainly to the authorities to direct the latter, in most cases without the co-operation of, sometimes even in the face of, direct antagonism and obstruction from the individual. More especially is this the case in a country like China, where the natives seem to revel in dirt, and where the need of sanitation is in no way realised by the average citizen.

MOSQUITOES.

We have a splendid example of what can be done in the way of wholesale and complete extermination of insect pests in the campaign organised and carried out by Colonel Gorgas in the Panama Zone against the mosquitoes, resulting in the elimination of the deadly yellow fever, and making the completion of the great canal possible.

What has been done in the Panama against the mosquito can be done elsewhere not only against the mosquito, but against every insect pest provided the matter is undertaken with the same determination, and the whole community is enlisted in the fight and gives its whole-hearted support. How this is to be done is a matter for the health department, backed by the full authority of the ruling body in each community, to decide, and we suggest that in such a place as Shanghai a committee with considerable powers to act be appointed to deal with each of the numerous pests, and that the co-operation of each householder be made compulsory, if necessary.

The methods of dealing effectively with the mosquito are too well-known to need any comment here, but there are other pests which call for extermination, and for the sake of those who are desirous of getting rid of such pests, but who are ignorant of the ways and means, we give here a few helpful suggestions based upon actual experience.

ENORMOUS BREEDING.

One of the chief things to remember in a campaign against insect pests is that the job must be done thoroughly to be effective owing to the enormous breeding powers of these creatures. Given the means of destroying them a clean sweep must be made, or in a very short while all will be to do over again. Of course, screened doors and windows are an essential in combatting such insects as flies and mosquitoes, though in both cases the places of origin—cess pools, stagnant ponds, garbage heaps, refuse bins, etc.—should, of course, receive careful attention. Within the house, fly traps, fly paper, and sprays may be used. One very good way of killing off flies is to place a plate with a weak formaldehyde solution in it on the table. Flies are attracted to this, drink a little and then crawl away a few inches and die.

There are a number of insecticides on the market which may be used very effectively against flies and mosquitoes. One which has been much advertised of late, and is used in a spray, has been used by us with very satisfactory results.

The only way to keep down fleas in a house is to insist on absolute cleanliness on the part of the servants, and not to encourage cats and dogs. The grubs of fleas live in and feed on the accumulations of dust and debris that are apt to occur in our houses. Cats and dogs bring the insects in, and the minute white eggs of the latter are scattered over the floors, going into dusty cracks and crevices, where they hatch out, and where the grubs live and thrive till the time comes for them to change into perfect insects. The use of disinfectants on the floor is very important, even where the latter appear to be kept spotlessly clean.

Moths must be tackled in the closets and cupboards where they lurk and carry on their destructive work. Every housewife knows what to do in the case of these pests, but care should be taken not to leave old woolen goods that are not wanted about, for they will inevitably form a prolific breeding ground for the moths. Old and infested garments, carpets, etc., should be destroyed by fire.

Finally we have cockroaches to deal with. These are to many the most disgusting insect that infest our homes; and it may be stated at once that the only way to keep them out of our kitchens and pantries is to make sure that they cannot get at any food. If food is left about where they can get at it, sooner or later they will make their appearance, and once they get into a kitchen or cupboard it is extremely difficult to get rid of them.

In recent experiments, however, we have found two substances used in sprays very effective, and these are the much advertised solution already mentioned and carbontetrachloride liquid, such as used in fire extinguishers. These liquids if sprayed into the cracks and crevices where cockroaches lurk will kill the insects very quickly. Bed-bugs may also be destroyed in this way.

But, as we said before, the great thing in combatting insect pests is the united action of all concerned, and little is to be gained in the long run by the spasmodic efforts of individuals scattered throughout the community.

It is only by means of a well-thought-out campaign embracing the whole community that the sources of these pests can be tackled and real and lasting effects be obtained.

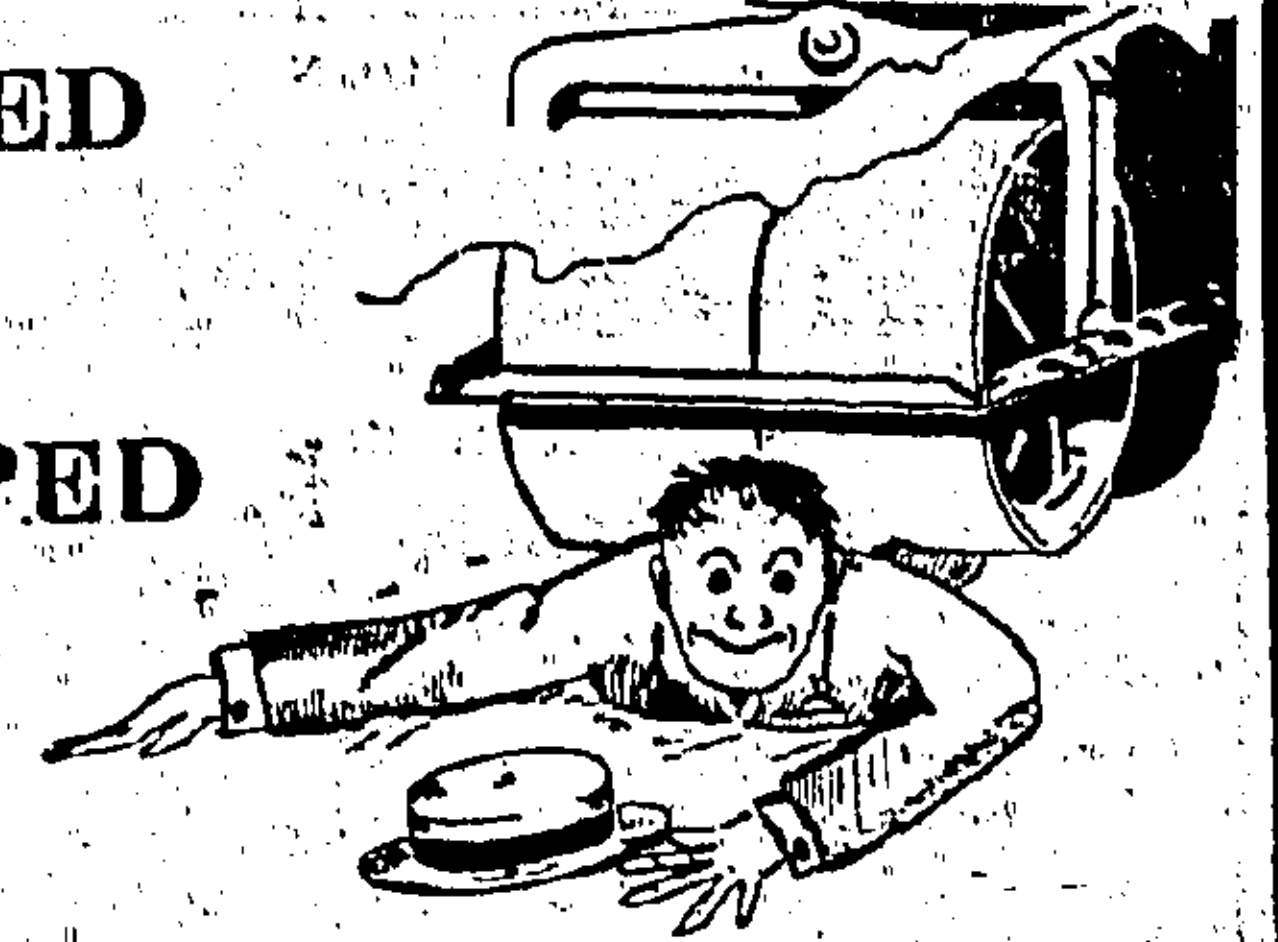
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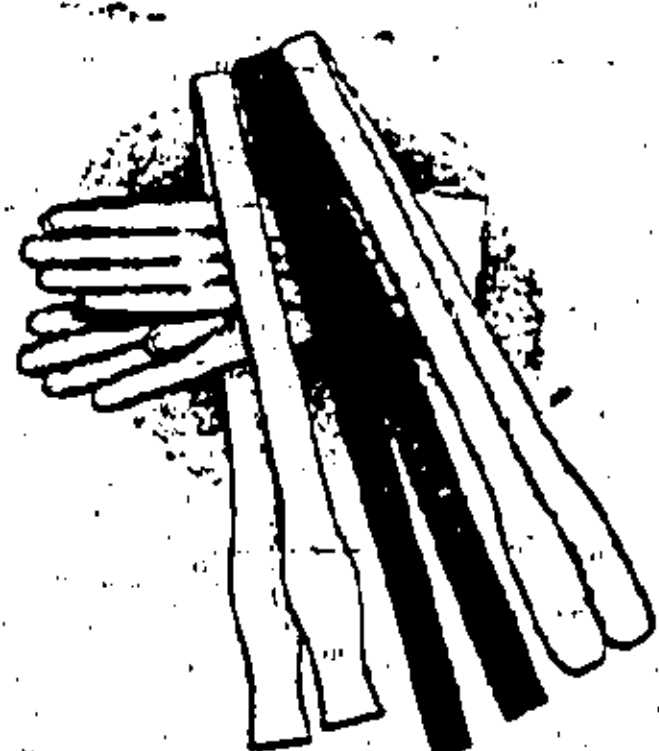
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CHINESE CUSTOMS REPORTS.

KOWLOON TRADE REPORT FOR
THE YEAR 1922.

Mr. C. Thorne, Commissioner of Customs, writes—

In spite of strikes and political upheavals the figures for the year 1922 for the trade coming under the cognizance of the Kowloon Customs both by junk and rail show an advance on all previous years. The value of the junk-borne trade amounted to Hk. Tls. 75,000,000, against Hk. Tls. 72,700,000 in 1921; whilst that of the rail-borne trade reached the high figure of Hk. Tls. 15,400,000, as compared with Hk. Tls. 4,800,000 for the previous year. Values nearer to normal for the volume of junk-borne trade can be obtained by deducting the amount of rice imported from Siam owing to the closing of Kwangtung province of the usually abundant granaries of Kwangsi. The resulting figures will then be Hk. Tls. 51,600,000, against Hk. Tls. 54,000,000 in 1921. The very great increase in the value of the rail-borne trade is accounted for by the entire suspension for nearly two months in the early part of the year of steamer traffic between Hongkong and Canton as a result of the seamen's strike.

For the following remarks on the trade of Hongkong acknowledgment is made of indebtedness to several leading mercantile firms in the Colony. The cotton yarn trade during the year was difficult, both from the importer's and dealer's point of view. Suspension of business occasioned by the seamen's strike resulted in accumulation of stocks, and heavy shipments from Bombay throughout the summer months aggravated the situation. The turnover was considerably below the average. The total deliveries during the year were 92,000 bales, as compared with 130,000 bales in 1921. The increased demand for Shanghai and Japanese yarn has completely eliminated the Indian higher counts, viz., the 16's and 20's. The piece goods trade at the beginning of the year was non-existent so far as forward bookings were concerned, owing to stocks being still plentiful, and merchants were forced to dispose of these stocks, as best they could, very much under the prices ruling in Manchester. So far as piece goods were concerned the year must be considered to have been a bad one.

The sugar trade has shown an absence of the sensational price changes of the two preceding years. At the close of 1921 Cuba showed an enormous carry over of unmold sugar from its 1920-21 crop amounting to well over one million tons, in consequence of which a dull tone existed for the first three months of 1922; the sugar world generally was anxiously watching to see how this heavy surplus would become absorbed. The result has been that, owing to increased demands from consumers, practically the whole of this huge surplus was absorbed during 1922, leaving less than 50,000 tons to be carried forward to the 1922-23 crop. At the beginning of the year Cuban raws reached the lowest price recorded for 19 years, namely, 12 gold cents per pound. By the end of the year the price had risen to 4 gold cents c.i.f. New York. Consumption now appears to have overtaken production. Imports into Hongkong during the year were approximately as follows: from Java, 217,000 tons; from Cuba, 21,000 tons; and from the Philippines, 45,000 tons. The average values ruling in Hongkong per picul were: superior, \$8.80; fine white, \$10.05; browns, \$8.40; and molasses, \$7.55.

The kerosene oil trade has been seriously interfered with at nearly all points in the South China area—more particularly in the Canton and West River districts—by the conditions of political unrest which have obtained off and on throughout the entire year. Prices fell during the course of the year approximately 25 per cent., despite the fall in sterling exchange rates, with the result that sterling values were on a considerably lower level than was the case in 1921. The imports of fuel oil, paraffin wax, and motor spirit materially increased, but in the case of these hydrocarbons there was likewise a considerable falling off in sterling value from the same cause as mentioned above. On the whole the year was a disappointing one in the kerosene oil trade.

It is estimated that 150,000 tons of coal from North China, 600,000 tons from Japan, and 300,000 tons from other sources were imported into Hongkong during the year. The exceptionally small quantity imported from North China is accounted for by the political disturbances in Chihli during the spring and the strike at the Kailan mines in November. The Hongkong price for Japan coal, which was \$17 per ton at the beginning of the year, had risen to \$19 by the end of 1922, at which price there is the possibility of Cardiff coal successfully competing with it.

Owing to the tying up, at great loss to owners, of a large number of steamers for the whole period of the seamen's strike, namely, from the 13th January to the 6th March, the results of the year's shipping have been disappointing. The average rates of freight in the various trades were lower than those of the previous year. The price of second-hand tonnage has further declined, and a good many handy-sized steamers of about 20 years old have been sold at 28 per cent. of their original value. With the exception of sugar, cereals, fruit, and underground crops on the Chinese side of the frontier are reported to have been very poor.

(a.) Junks, etc.—Collection under this heading shows a slight decrease as compared with the figures for 1921. It must be borne in mind, however, that the figures for 1922, which amounted to Hk. Tls. 301,244, included 10 months' famine relief surplus collection from both years, the following figures are arrived at: for 1921, Hk. Tls. 278,695; for 1922, Hk. Tls. 294,746.

(b.) Railway (Canton-Kowloon).—Owing to the suspension of steamer traffic resulting from the seamen's strike, a very considerable quantity of merchandise was forwarded by steamer, was sent by rail, consequently, this year's collection figures of Hk. Tls. 313,073 (including Hk. Tls. 13,000—two months' famine relief) is quite abnormal and of little value for purposes of comparison. To a very great extent Kowloon's enhanced collection has been made at the expense of Canton's revenue.

FOREIGN GOODS.

(a.) Imports, Direct and Consignee.—(i.) Junk borne.—The importations of 1,129 piculs of Indian cotton yarn during 1922, as compared with 107 piculs during the previous year, and 1,305,785 gallons of American kerosene oil, against 171,350 gallons in 1921, are especially worthy of notice in view of the fact that the year's trade in both of these commodities has been disappointing. The former is attributed to the fact that the cotton yarn, which was intended for the Heungshan district and would in the ordinary course of events have been forwarded by steamer to Macao for distribution, was, on account of the labour troubles at Macao, shipped to Shekpi by junk; while the latter is accounted for by the Texas Oil Company making Canton a distributing centre for the West River and Heungshan districts. Among the metals, increased importations have been very general, in iron and mild steel products, notably in angles and tees, bars, hoops, joists, pig and kettles, pipes and tubes, plate cuttings, and sheets and plates. The markedly decreased importations of coal, isinglass, leather, spirits of wine, and tobacco can only be attributed to the insecurity of transportation by junk at times when not only had the risk of piracy to be reckoned with, but also the likelihood of being commandeered by the forces of anyone of the political factions.

(ii.) Rail borne.—The large increased importations of cigarettes and cotton piece goods of all descriptions—flannels and blankets excepted—were made during the first quarter of the year at the time when steamer traffic was suspended, and simply show that for this class of goods rail transport was only resorted to from necessity. On the other hand, many importers, even though the usual number of steamers resumed running after the strike was settled, have continued to use this mode of transport for such widely divergent articles as cotton yarn, iron bars and rails, brass, cereals, groundnuts, pulses, cement, coal, machinery, kerosene oil, paraffin wax, spirits of wine, and soda. While rail freight charges are notoriously higher than cost of transport by water, there is just a possibility that the Canton-Kowloon Railway may be able to hold its present carrying trade, even in normal times, in view of the fact that the railway company offers the inducement of free insurance in transit.

CHINESE GOODS.

Exports Abroad.—(i.) Junk borne.—Noteworthy increases over the figures of 1921 were recorded in white alum (43,277 piculs, against 30,743 piculs), most of which comes from the province of Fukien; in cassia lignea, fresh and prepared ginger, human hair, and tinfoil. The increases in the exportation of poultry and fresh fruits are probably attributable to the shortage of foodstuffs in Hongkong during the seamen's strike. The decrease in the quantity of bags exported is accounted for by there having been a falling off in the importation of Siamese rice, packed in bags. Cement shows a decrease from 13,364 to 9 piculs, owing to the Canton Cement Works having been shut down. Resin decreased from 25,081 to 10,218 piculs. Both brown sugar and sugar canes show big decreases. The export of limestone from Kowloon, on the North River, has decreased 50 per cent., from 1,126,750 piculs in 1921 to 577,688 piculs. A new limestone quarry has been opened up behind Shauchuan, in the Poonan district, and export of the stone is expected to begin early in 1923.

(ii.) Rail borne.—The increased figures for the year 1922 shown in the exportation of cassia lignea, raw silk, silk piece goods, and leaf tobacco are due almost entirely to movements during the period of the strike. On the other hand, the substantial increases appearing under the headings of bambooware, charcoal and firewood, ducks' feathers, garlic, and mats and matting cover movements spread over the whole year. The figures for waste silk (14,669 piculs, against 11,585 piculs in 1921) are interesting when shown in detail as follows:

	1921.	1922.
Piculs.	Piculs.	Piculs.
March quarter	3,407	5,876
June quarter	3,407	2,865
September quarter	3,407	2,865
December quarter	4,339	3,568

PASSENGER TRAFFIC.

The number of passengers proceeding to and arriving from China by rail and water totalled 1,308,708, against 1,130,158 during 1921. Of this total, 1,040,020 travelled by rail and 268,688 by water.

PSYCHOLOGY OF THE
CHINESE TRADER.

An American Consul report notes that an American buyer recently had some difficulty in explaining to his home office that while he could purchase one rug in Peking for \$100, as soon as he placed an order for 100 rugs the price advanced to \$125. It is the peculiar psychology of the Chinese trader that as soon as he discovers his prospective customer wishes to buy in quantity, he raises the price, instead of offering a discount. Moreover, it is a common Chinese practice free from all implications of bad business or faulty wares. It may be remarked that in the early days of foreign trade in Japan the Japanese looked at large orders in the same way. If you wanted so many, the argument ran, well, you wanted them badly, and should pay more to obtain them. The same practice continues in a lesser form to-day. *China-Express.*

HONGKONG IN THE EMPIRE
EXHIBITION.PROGRESS OF THE
ARRANGEMENT.

[COMMUNICATED.]

An important stage has been reached in the proceedings—extending over the last twelve months—of the Joint Committee of the Hongkong General and Chinese Chambers of Commerce, which has in hand the local arrangements for the Hongkong Section of the British Empire Exhibition. As is now well-known, the principle feature of the Hongkong Section will be a model of a typical business street in the Colony. To make such a street typical of the community is essential and to obtain it, some what length of negotiation and definition of conditions of participation have been necessary. The position now is that an ample number of prospective Chinese exhibitors have come forward. From their ranks a Sub-Committee of the Chinese Chamber will select a sufficient number to make it possible to fill, with a representative collection of Chinese merchandise and processes, no fewer than 24 shops, twelve on each side of a model street, each shop to have a frontage of 16 feet and a depth of 22 feet.

It may be mentioned that the Joint Committee met for the first time in July last year (Mr. C. Monaghan, then being the Chairman at that time, when the outlines of the present scheme were decided upon. Since then a number of difficult problems have hindered progress. Chief amongst these must be counted the policy of the Exhibition authorities towards a Colony in the special position of Hongkong; that is to say, a British Colony possessing comparatively few manufactures and productions of its own and occupied principally in the merchandising of goods passing out of and into China. Incidentally, the position of the capital of the Empire presents similar difficulties. It was decided, ultimately, that, for portions of the British Empire so situated, strict British origin or manufacture of exhibits could not be insisted upon, though this is the general policy of the Exhibition. London and Hongkong are to be permitted to give an exhibition illustrative of their merchandising activities and, in the case of Hongkong, Chinese products, only a small proportion of which (compared with total exports) are produced in the Colony, will be admissible as exhibits, while, if there are goods forming a staple item of export, such as opium, not produced even on the smallest scale in Hongkong, the question of their admissibility will be considered on application.

The success of such an exhibit of native wares and merchandise manifestly depended largely upon permission being given to sell to the visitors the goods on exhibition which would include rare and curious workmanship of all descriptions, such as toys, bric-a-brac, and other articles of interest to tourists for good prices. Representations were made to the Exhibition authorities to the effect, and permission has been granted for the sale of goods, also for the provision of a Chinese Restaurant.

A few weeks ago it was announced in the Chinese Chamber that the restaurant part of the scheme had been abandoned, on account of the difficulty of persuading members of this well-paid class of workers to leave Hongkong, even with the inducement of a world-trip and their wages as usual at the other end of the journey. The London Committee, which is looking after Hongkong's interests, and the construction of the necessary buildings at Wembley Park, has cabled, however, strongly urging that the restaurant scheme be reinstated; they are fully convinced of its value to the exhibit as a whole and, further, the restaurant forms an essential part of the building plans, which have already been completed. At the meeting of the Hongkong Joint Committee, held on Friday last, it was decided, therefore, to go on with the scheme, and it was announced that a Chinese gentleman of experience in such enterprises is likely to offer to take charge. Singing girls will not be available to give the home folk a complete representation of a Hongkong Chinese restaurant, but native music will be provided on the lines of the harmonium which accompanied the banquet at H.R.H. the Prince of Wales at the Tivoli Theatre last year. In London, which shelters within her ample borders representatives of almost every nation on the globe, no difficulty will be found in furnishing to diners the various items of an authentic Chinese menu.

There is no intention that the Chinese street should degenerate into an alley merely for huckstering curios. Staple articles will be represented and native Chinese weaving, spinning and dyeing processes, etc. In regard to China's great gift to the world—the manufacture of silk—the process will be demonstrated at every stage, and Sir Robert Ho Tung (who has been nominated with Mr. Chow Shou-sun as one of the Chinese Hon. Associate Commissioners) will contribute an exhibit of rearing of silkworms and the first stages of the manufacture of silk.

REPRESENTATION OF BRITISH FIRMS.—British firms in the Colony are also taking an active part in the Exhibition, the two principal Dock Companies will each have an exhibit of the Colony's important shipbuilding industry which, be it noted, contributed more ships in the last recorded year than all the rest of the Empire, outside the United Kingdom, put together. Cement manufacture and rope-making, under British auspices will also be illustrated, and there is a possibility that the British Importers and Exporters may combine in an exhibit intended, specially, to illustrate the Colony's merchandising business.

An exhibit of a general character, which cannot fail to arouse interest will be a large scale model of the Island of Hongkong, and a model on a smaller scale of the whole Colony. The island model will stand in "artificial water" and have a light within, illuminating instruments of pinholes to give a realistic impression of the sight which is one of the world's wonders, *Hongkong by night.* The Hongkong Government, at a recent meeting of the Legislative Council, voted (Continued at foot of next column.)

CHINESE CONSTABLE SENT
TO GAOL.

FOUND ASLEEP ON DUTY.

Sergeant Kirkby, at Central Police Station, on going into the cell compound at 4-15 clock on Sunday morning, found the Chinese constable in charge asleep on duty. He was brought before Mr. McEldowney and sentenced to seven days' imprisonment with hard labour.

The man's name is Woo Tong. He is 25 years of age and has completed ten months' service with the Police Force. According to the records produced by Mr. Burlingham, Assistant Superintendent of Police, he had been punished during that short period of service, ten times by the Captain Superintendent of Police for minor offences.

GERMANS NOT TO LAND
IN CEYLON.UNOFFICIAL M.L.C. IN CONFLICT
WITH GOVERNMENT.

There was a strenuous unofficial opposition in the Ceylon Legislative Council at Colombo on July 29th to the resolution moved by the Attorney-General to the effect that the ordinance under which Germans and other enemy aliens are prevented from landing in Ceylon without a permit from the Colonial Secretary up to August 22nd 1923 be extended for one year. The unofficial members contended that the extension was unnecessary, unbusinesslike and against the best interests of the Colony; and pointed out that such restrictions had been removed in England, and contended that Government was acting at the instance of the Chamber of Commerce.

The Governor, urging the adoption of the motion, said that the prohibition against Germans landing did not interfere with trade between Ceylon and Germany, as Ceylon to-day was flooded with cheap German goods, and the Island's exports to Germany were very large. He pointed out that one of the chief reasons why the Ceylon Government considered it undesirable that enemy aliens should be permitted to land was that the Island was contiguous to the Indian Empire. India for very good reasons, known to herself had forbidden the entry to India of enemy aliens, so the "Imperial" way to prevent their entry into Ceylon was to prevent their entry into India.

Although Ceylon was undoubtedly loyal, there was no question that there was in India, at the present moment a great deal of unrest. If Ceylon permitted the entry of people who were formerly enemies, and who might have reasons for wishing to create trouble in India, the first thing that would occur would be that the Indian Government would ask that the matter be at once reconsidered in her interests. The motion excluding aliens was eventually carried with the aid of the official vote by 10 votes to 14.

very substantial financial aid to the Exhibition project. Exhibition sites are free and the Hongkong Government, it is understood, will pay for the construction of the Exhibition buildings, estimated to cost about £25,000 sterling, as to be charged to exhibitors for buildings or sites, and the expense of transport, maintenance and return of Chinese exhibitors—within the limits of a considerable sum, £150,000, will be borne by the Government. In addition, the Government has put up a guarantee against loss, to the extent of £100,000 against a similar guarantee by the Chinese Chamber of £50,000.

It is appropriate that, proportionate to their numerical strength in the Colony, the Chinese community will occupy far the greater part of the space in the Hongkong Section of the Exhibition, indeed, the original plan provided for 40 shops in the model street, but the Chinese representatives on the Joint Committee intimated, last May, that 20 shops would be sufficient. Now, it seems likely that a greater number than 20 shops will be decided upon—could be filled.

The Local Committee responsible for the arrangements for the Exhibition consists of the Hon. Mr. P. H. Holsdale (Chairman), the Hon. Mr. E. R. Hallifax (Secretary for Chinese Affairs), Sir Robert Ho Tung, the Hon. Mr. R. H. Kowall and Mr. T. N. Chau (representatives of the Chinese Chamber), Mr. W. Nicholson, Mr. E. Cook and Mr. D. K. Blair (appointed by the Hongkong General Chamber) and Capt. Macleay (of the South China Publicity Bureau), with Mr. M. F. Key (Assistant Secretary to the Chamber), Mr. D. K. Blair and Mr. T. N. Chau are acting as Joint Hon. Secretaries to the Committee.

The London Committee comprises: Sir Newton Stubb, Mr. Gershom Stewart, Mr. P. Mr. David Laidlaw, Mr. S. H. Dodwell, Mr. W. Chatham, C.M.G., Mr. H. W. Bird (who is principally responsible for the plans), Mr. H. M. Dyer and, recently, Mr. T. L. Perkins.

PROSPECTS OF SUCCESS ASSURED.—The prospects of success of the Hongkong Section may be regarded as in large measure assured. With premises supplied without charge, either for land, construction or rent; £150,000 contributed towards the cost of freight, wages, etc.; with the right to sell articles on exhibition, a great many of which will doubtless command a ready market, it is to be assumed that some exhibitors will make large profits. Others, who are in charge of goods, are less saleable or are merely on very low prices will make little or no profit. The problem at present occupying the Local Committee is to devise a scheme of financial control which will enable the profits to be recorded so that the Government may be allocated in inverse ratio to the profits made—a larger grant towards expenses for the man who has sold nothing, and a smaller grant to the man who has been engaged in profitable trading throughout the duration of the Exhibition.

Obviously, a fair and proper distribution of public funds is necessary; furthermore, accounts must be kept to enable the Hongkong Government to claim its due share of the profits of the Exhibition as a whole.

TYPHOON NEWS.

THE INCREASING DEATH ROLL.

THE "LOONG SANG" CHINESE SURVIVORS.

THE INCREASING DEATH ROLL.
JUNK MASTERS REPORT MANY LIVES LOST.

UPWARDS OF 30 REPORTED YESTERDAY.

The casualty list keeps growing and the police are continually receiving reports from the masters of junks which have been lost in the typhoon and from survivors of junks. In yesterday's police reports over 30 people are reported as drowned from junks. In addition the Water Police on Monday picked up another six bodies in the harbour. Some of these are thought to be members of the Chinese crew of the ill-fated *Loong Sang*. One of these bodies has been identified as that of Woo Tung, 25 years of age, of 25, China Road. This body was recovered near the Keng Shang wharf, which is close to Singers.

According to the police report there were 22 people on board junk No. 461, which is believed to have sunk with all hands in the Lamma Channel during the typhoon. Of the 22 people on board 7 were women.

At Shaokwan two Chinese bodies were picked up in the harbour. They are said to be sampan people.

Mr. G. J. Walters, the Officer in charge of the Chinese Customs launch, *Yung Ching*, and his Chinese crew were the means of saving the crew of a junk which was in grave danger of sinking during the typhoon. Mr. Walters has stated that at 9 a.m. while the launch was running for shelter, about six miles to the south of Ping Chow island, Mrs. Bay, he sighted a junk flying a distress signal. By very fine seamanship the launch was brought alongside the sinking junk and the crew of 10 men were taken on board. The abandoned junk sank shortly afterwards.

From Cheung Chau there comes the report of the capsizing of a junk whilst on its way to Sai Wan. Ten of the crew are said to have been drowned.

Another junk is said to have gone down with 14 of a crew of board in the Shek Pik Channel. The junk was on its way from Tam Kung To to Aberdeen.

Another junk with 50,000 bricks on board is reported to have gone down at Sam Tak Tsun. No lives were lost.

THE "LOONG SANG" DISASTER.
ADVENTURES OF THE CHINESE SURVIVORS.

Though launches are still carefully searching the Harbour outside, no further traces have been found of European survivors from the *Loong Sang*. The body of a European, which, as reported in the *Daily Press* yesterday, was seen floating in the Harbour, has not yet been picked up. Police boats again searched all day yesterday, but without avail.

Enquiries were made at Messrs. Jardine, Matheson & Co. yesterday afternoon with reference to the likelihood of the *Loong Sang* being salvaged. Our representative was informed that there were too many vessels aground to be dealt with before the *Loong Sang* can be attended to, and Lloyd's Surveyor had been unable to examine her up to the present.

CONCERNING SALVAGE.

Mr. R. Sutherland remarked that the task would be a big one, if attempted, but it would be a straightforward task. It would necessitate diving, because at no time or tide was the vessel above water. At the lowest tides, some of the upper works are just awash.

Following is an official list of members of the Chinese crew saved, and the reports they have made:—

Lo Yue Wa, carpenter, was picked up outside Capsulmun by a Sampan at 5.30 p.m., on Saturday.

Kwok Sui, sailor, washed ashore at Capsulmun about 4 p.m. on Saturday. Was taken back by the steam launch *Loe Fat* on Sunday afternoon.

Kong Tong, sailor, was washed ashore at Castle Peak at about 5.30 p.m. on Saturday. Walked back the next day.

Mak Fat, sailor, picked up by a sampan in which he found the Captain and a cabin boy. They were drifted to Castle Peak.

Leung Wai, pantry boy, was picked up by a sampan near Green Island on Saturday at 12.30 p.m. He was sent ashore by a sampan on Monday morning.

Kwok Cheung, quartermaster, was on a hatch board, and drifted to Ping Chow Island (near Aberdeen) at about 6 p.m. on Saturday. Picked up by a sampan and later on taken back to Hongkong by steam launch *Loe Fat*.

Loo Ling, quartermaster, washed ashore at Capsulmun about 3 p.m. on Saturday and taken back to Hongkong by a launch.

Mak Wong, sailor, picked by the s.s. *Wah Ping* at about 11.30 a.m. on Saturday in the Harbour.

Chan Lu, sailor, was picked by a Naval tug at about 4.30 p.m. on Saturday near Capsulmun.

Leung Sai, No. 2 cook, was drifted to a buoy near Green Island at about 1 p.m. and was picked by a steamer three hours later.

Chow Wai, captain's boy, was picked up by the Captain and landed at Castle Peak.

Leung Tain, No. 3 cook, was picked up by an American steamer near Green Island at about 3 p.m.

Chow Shan, engineer's boy, was picked up by s.s. *Wah Ping* off China Merchant wharf at about 11.30 a.m.

Leung Tso, steward, was washed ashore at Castle Peak at about 3 p.m. on Saturday.

Kwong Wing, saloon boy, was picked up by steam launch *Fat Hing Cheong* at 4.30 p.m. on Saturday near Capsulmun and transferred to a Naval tug later on.

DAMAGE AT SHAIKIWAN.

Reliable information shows that over three hundred native craft, junks, sampans, etc., were either sunk, damaged or have gone ashore in the Shaikiwan shelter.

The new Sub-Harbour Office built in that district to deal with native craft was badly knocked about. The mast on which typhoon signals are hung, was broken, part of the roof fell in, and a large amount of minor damage was done. The dinghy was also smashed.

CAPE D'AGUILAR STATION.

FURTHER DETAILS OF THE DAMAGE.

We were able to secure further details of the damage done to Cape d'Aguilar Wireless Station. One of the staff who was there during the typhoon, stated that the two masts and the aerials have been completely wrecked. The masts were practically uprooted and one was snapped in two. The aerials were carried away by the wind. The masts came down at 9 a.m. and from then onwards the staff were unable to receive or despatch any messages. The damage is so extensive that it will probably take some months to repair.

The most of the direction finding station was also carried away and extensive damage has been done to the quarters of the staff. Practically the whole of the roof was carried off.

The Naval signalling station, near by, which was much used during the war, was also wrecked, one of the wooden huts being lifted by the wind into the air and, it is said, carried to a small island about 100 yards away.

THE TELEPHONE SERVICE.

The Telephone Company has not sustained extensive damage except in the cases of its overhead routes in outlying areas. One submarine cable has been broken with the result that a restricted junction service between Hongkong and Kowloon will be available, only, for the time being. The remaining damage is limited to individual lines and the repair work is well in hand.

The routes in outlying districts referred to above are located between North Point and Shaikiwan, West Point and Pokfulam, Mount Kellet and Repulse Bay, Shamshui and Laichikok, Mong Kok and Homuntin and Hung Hom and Kowloon City. The repair work is well in hand and it is hoped that service will be restored by the end of the week.

The submarine cable damage is rather more serious and it is not known definitely whether repairs are possible or not. The cable has been torn from the Cable House at Hung Hom and the end has been carried out into the harbour. A terrific strain must have been placed on the cable, for besides the heavy chain anchor used to secure it at the water's edge, and the iron clamps designed to hold the cable in the Cable House, the cable was buried in a circle round a larger boulder on the shore to prevent any movement whatsoever. It is assumed that this damage has been caused by a ship dragging her anchors through the cable reserve.

BAROGRAPH READINGS.

The lowest barograph reading at the Observatory was 29.66. A barograph at Magazine Gap registered 29.37; one at Matilda Hospital 29.15; and one at Mountain View 29.01. A barograph at Cheung Chau registered 29.12.

OFFER OF ASSISTANCE FROM U.S. NAVY.

The following message has been received by H.E. the Governor:—

From U.S.S. *Acheron*.
To Governor, Hongkong.
From Commander U.S. South China Patrol.

By direction of Commander-in-Chief the services and resources of the U.S. Navy vessels on the South China Patrol are placed at your disposal if useful in connection with typhoon damage.

Received from U.S.S. *Helena*.
To Governor, Hongkong, and Commodore, H.M.S. *Tamar*.

From Commander, U.S.S. *Helena*.

Helena is placed at immediate disposal of Governor, Hongkong, for such services and resources as may be needed in view of damage caused by recent typhoon.

To the foregoing messages, His Excellency replied as follows:—

From Governor, Hongkong.
To Commander U.S. South China Patrol.

Repeated to Commander, U.S.S. *Helena*.

Offer of the assistance of U.S. Naval vessels is deeply appreciated. At present we do not anticipate requiring assistance to supplement our own resources but, should we do so, we should gratefully avail ourselves of your offer. Please convey my cordial thanks to Commander in Chief.

RAISING THE SUBMARINE.
WORK COMMENCED.

Yesterday work was started by the Naval authorities on the sunken submarine *L.A.*, which lies close to Statue Pier with her periscopes showing above water. From the Commodore's Naval Secretary it was gleaned that divers were at present trying to find out the extent of the damage and the best means to be adopted for raising her. He did not think much difficulty would be experienced in lifting her provided they got her coming tower above water. If air could be pumped into her the task would be made much easier, but that depended on the extent of the damage. Once in the Yard, he thought it would only be a matter of months before the vessel was ready for service again.

MISCELLANEOUS.

The roof of the land office, Ping Shan District and a number of matchsheds were damaged by the typhoon.

In Tai O the damage done by the typhoon is estimated at \$40,000. This district received the full force of the storm and 12 houses and 19 matchsheds collapsed. Fortunately no lives were lost.

It is estimated that it will cost between \$10,000 and \$15,000 to repair all the damage done to the Matilda Hospital on the Peak.

We may mention that the interview with Capt. Joviet, of the *Loong Sang*, published in Monday's issue, was officially communicated to us by Messrs. Jardine, Matheson & Co.

Both Mr. Cheung and Ah Fong, the well-known photographers, send us a number of fine photographs of the typhoon damage which they now have on sale.

The ship *Chickiang* which was driven ashore in the typhoon, is not owned by the China Navigation Co., Ltd., whose agents are Messrs. Butterfield & Swire, but is a Chinese-owned vessel. The vessel was sold at public auction yesterday as she lies.

Eight rooms were made untenable at the Peak Hospital by typhoon damage.

"STRANDED STEAMER SOLD."

S.S. "CHEKIANG" AUCTIONED.

The s.s. *Chickiang*, which went ashore at Sham Sai Po, during the typhoon, where she is now lying on a sandy beach, was sold by public auction by Messrs. Lammett Bros., the Auctioneers, yesterday afternoon.

There was a poor attendance at the sale, which was ordered by the mortgagees. The ship is registered under the Chinese flag. She has a gross tonnage of 985.2 tons and a net tonnage of 535.4 tons. Her length is 190 feet and she has a beam of 33 feet and a draft of 18 feet 9 inches.

Mr. Lammett at the commencement explained that the ship had been only slightly damaged—a few of the deck railings having been bent. He was sure that no difficulty would be experienced in refloating the vessel.

There were only two bidders. One started the bidding at \$10,000, which advanced by \$100 bids to \$11,100. Then came a bid which even startled the auctioneer who ejaculated "halloo," whilst the bid was a knock out blow to the other competitor. It was a bid which brought the price up to \$20,000. There was no further bidding and the purchaser was Mr. Fung Chun.

THE WRECKED CUSTOMS LAUNCH.

In connection with the report which appeared in yesterday's issue of the *Daily Press*, to the effect that a launch belonging to the Chinese Maritime Customs had been discovered aground at Castle Peak broken in two, and that the fate of the survivors was not known, Mr. C. Thorne, Commissioner of Customs, informs us that the launch is lying on the rocks to the west of Castle Peak Bay. Mr. Thorne also informs us that the crew are all safe.

THE "MING SANG."

In view of the reports that have circulated in the Colony regarding the Indo-China Company's s.s. *Ming Sang* having come to grief during the recent typhoon, we may mention that the s.s. *Ming Sang*, which arrived from Manila yesterday morning, reports having passed the *Ming Sang* near Manila on August 19th all well.

EUROPEAN DROWNED AT MACAO.

It is reported that Mr. Corban, an English Customs Officer of the Chinese Maritime Customs at Pappa, was drowned at Macao during the typhoon. The officer was on the Customs hulk at Tiansan Barrier, when she broke from her moorings. The hulk later capsized and he was drowned. His body was picked up and the funeral took place at the Protestant Cemetery, Macao, on Monday evening.

THE APPROACHING TYPHOON.

PRECAUTIONS BY SHIPPING.

From 12.45 p.m. on Monday to 12.45 p.m. yesterday the approaching typhoon, judging by the typhoon warnings issued by the Royal Observatory, travelled about 250 miles. On Monday it was reported to be in Lat. 19 (N.) and Long. 119 (E.). Yesterday the position was recorded to be within 120 miles of Lat. 20 (N.), Long. 115 (E.). According to the direction, which was given as West, the typhoon appears to be travelling straight for the Hainan Straits. But we can never know for certain. Last week's typhoon was considered on Friday likely to enter the coast near Swatow. A sudden deflection in its course brought it to Hongkong on Saturday morning.

Yesterday afternoon there were several heavy showers of rain, with the ominous appearance of "white horses" on the harbour. From 3.30 p.m. there was a general exodus of motor boats for the typhoon shelter at Causeway Bay and the majority of the junks which had come out of the shelters since Saturday were already back there again, most of them going there on Monday evening when the No. 1 signal was put up. At ten minutes past four o'clock yesterday the No. 2 signal (gale expected from the N.W. or N.E.) was hoisted, and after that a number of the larger ships made for shelter. The *Empress of Australia* went to a mooring in mid-stream at 5.30 p.m. Smoking funnels all over the harbour showed that the vessels were getting up steam ready for any emergency.

The notice issued at 4.45 p.m. gave the position of the typhoon as 20 N. 114 E., moving N.W.

LAST NIGHT'S BLOW.

At 8 p.m. the signal was No. 4 indicating a gale to the East (N.E. to S.E.). An hour later it came on to blow hard. The seas ran high, from a South-westerly direction. The ferry service was reduced, boats running only every half hour. The ferries experienced some rough trips, pitching and rolling heavily. Some anxiety was felt for the safety of the floating landing stage at the Hongkong Ferry Pier, as it had not yet been properly repaired from Saturday's blow. No harm was done, however.

The *Loong Sang* could be dimly discerned from the shore rolling heavily, and the red lights at the mastheads kept disappearing from sight behind the waves. It was impossible last night to say whether she had received further damage.

At half past eleven last night the Hongkong, Canton and Macao Steamboat Co.'s vessel *Fatshan* had not arrived from Canton. She was due in at 11 o'clock, but half an hour after that time she had not been sighted. It was thought quite possible that having met the *Kienan* on the way up the river, and having learned that the No. 2 typhoon signal was up, the captain of the *Fatshan* decided to lay up behind Capsulmun. In any case, with the heavy seas running it was impossible that he would try to berth the vessel at the Company's wharf. It was thought he may have proceeded to Stonecutters for shelter.

By midnight the weather had moderated considerably, though the No. 4 signal was still up.

EFFECT OF TYPHOON ON LONDON INSURANCE MARKET.

A Reuter's telegram, received from London last night, reads as follows: "The *Times* city editor states that the financial effect of the Hongkong typhoon on the London insurance market promises, as far as can be at present judged, to be light. The qualification is needed, because some time must elapse before the underwriters can feel assured that everything is known."

NEW SEASON'S TEAS

Ceylon Orange Pekoe (full flavour) .. per lb.	\$1.10
Breakfast Blend (strong, rich flavour) ..	1.00
Foochow, Camshay Blend (choice quality) ..	90
Hankow, Pare China (very choice) ..	1.00

Teas sent to England

(Including Postage & Duty)

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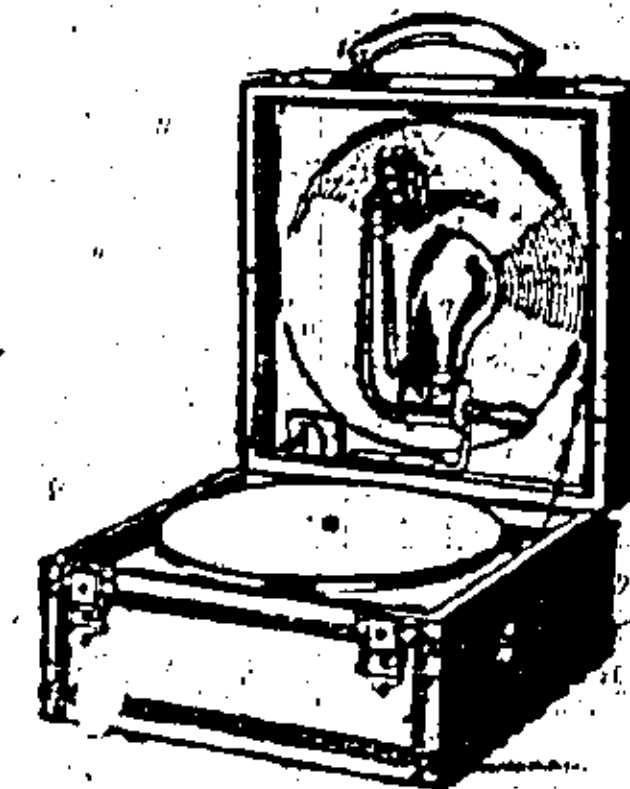
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AND VOCALISTS

ADMISSION \$1.

TICKETS may be obtained at

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[1192]

LAND AT KOWLOON FOR SALE.

FOR SALE by Private Treaty, VALUABLE LAND AT KOWLOON, with Sea Frontage, having a Total Area of upwards of 97,000 Square Feet upon which are erected Godowns and four Chinese Houses. For Particulars, apply to

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[1193]

S.S. "TRIESTE" FROM TRIESTE

ARRIVED 29th JULY, 1933.

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No. 83350

1 Case Metal Nets. (Wire Cloth)

1 Case Rav Felt (Roll Jackets)

NOTICE IS HEREBY GIVEN that the Original Delivery Order No. 1406 dated 1st August, 1933 on the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD. in favor of Messrs. HARRY WICKINS & CO. is said to have been LOST and is therefore declared null and void.

DODWELL & CO., LTD. Agents, Lloyd Triestino S. N. Co.

[1190]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 9314 for 30 Shares numbered 23303 to 23332; Certificate No. 4317 for 25 Shares numbered 98681 to 98675; and Certificate No. 4820 for 8 Shares numbered 2403 to 2410 all registered in the Name of GEORGE HOYES have been LOST or DESTROYED, and should these Certificates not be produced to the Company before the 17th day of SEPTEMBER, 1933, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 15th August, 1933. [1175]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.00) per Share for account 1933 will be payable on THURSDAY, the 23rd AUGUST, 1933.

Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 14th AUGUST, 1933, to THURSDAY, the 23rd AUGUST, 1933, both days inclusive.

SHEWAN, TOMES & CO. General Managers.

[1146]

THE KOWLOON HOTEL, HANKOW ROAD.

OPENING 1st SEPTEMBER.

FIRST Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every Modern Appliance. Elevator to Every Floor and to Roof Garden. Hot and Cold Water, Electric Lights, Fans and Bells throughout. Exceptionally Well Ventilated Bar and Billiard Room. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms.

For Terms, apply to Mrs. J. J. BLAKE, Manageress.

[1115]

FURNISHED HOUSE TO LET.

TO BE LET, Furnished, from the 1st November for 8 months or possibly longer, a FIVE-ROOMED HOUSE on BARKER ROAD, PEAK, close to Train Station, with Tennis Court and Garden.

Apply Box B.C.D., c/o Hongkong Daily Press.

[1176]

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SERVICES CONTRACTUELS DES

MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LES, &c., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure, and Valuables are being landed and stored at their risk into the Godowns of the Hongkong, Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant or they will not be recognized.

All damaged packages will be examined on Thursday, the 23rd instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, 27th August, 1933. [1188]

NOTICE TO CONSIGNEES.

The Steamship "ROWES CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 17th August, 1933. [1182]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on THURSDAY, the 23rd AUGUST, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office up to 5 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 16th August, 1933. [1169]

HONGKONG SMALL INVESTORS' SHARE AND LAND BROKERS.

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Telephone No. C. 4306. [107]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply

UNION INSURANCE SOCIETY OF CANTON, LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XS, and No. 1150, 979.

FOR SALE—Photographic Views of Destruction and Wreckage by recent Typhoon; Steamers aground, Steamers submerged with masts and funnel exposed, the rough seas, etc. At MEE FONG'S, No. 7 Wyndham Street. [1122]

TO LET—TWO OFFICE ROOMS

Centrally situated. P. O. Box 203. [121]

TO LET—EUROPEAN FLATS

Building, Wanchai Gap Road. Apply to 32, Kennedy Road. [186]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1931.

Revised by the Members.

PRICE \$5

DAILY PRESS (PRICE).

INTIMATIONS

NOTICE OF REMOVAL.

THE Office of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1933.

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PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

BANQUE DE PARIS et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

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(INCORPORATED IN ENGLAND 1930)

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"WHITE LABEL" FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

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PHONE 616.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 23rd, 1933.

THE LIQUORS ORDINANCE.

It has no doubt been a matter of conjecture by the general public as to what has prompted the Hongkong Hotel Co., Ltd., to insert in the local Press an announcement regarding that part of the Liquors Ordinance which requires that cash must be paid for liquors unless the consumer is a resident in the Hotel or orders the drinks in conjunction with a meal. In Hongkong—and, indeed, anywhere in the East, where the "chit" system is part of every-day life—it is not customary for Europeans to carry much cash in their pockets, but the requirement of section 3 of the Liquors Ordinance (of the intention to enforce which the Police have given notice to holders of liquor licences) is to the effect that if one does not have cash (or incur thirty cents for a "meal") one may not have a drink.

If the object of this section, as many at the time supposed and still suppose, was to diminish drinking—though this was emphatically contradicted by the Governor (Sir HENRY MAY) and by the Colonial Secretary (Sir CLAUD SEVERN), who sponsored the Bill—the futility of the measure is fairly obvious. Considering that practically all men in the Colony belong to one Club or more, and that they may drink there as much as they like and sign "chits" without let or hindrance, it certainly seems somewhat unfair that Hotel proprietors (who, it must be remembered, are in most cases charged exceedingly high sums for their licences), should be singled out to suffer a restriction in a branch of their legitimate business. We hold no brief for Hotels or for the Company which by its current announcement is requesting its patrons to assist it in carrying out the terms of the Ordinance, but it must be borne in mind that it is not in a Hotel proprietor's own interests to extend credit for drinks, for by law he cannot sue for debt incurred in respect of liquors.

Not only must the requirements of section 3 be exceedingly difficult to carry out, if not generally impracticable (with native staffs), but, from another aspect of the matter, they constitute a possible danger. If a man cannot have a drink—or two drinks for the matter of that—in a decently conducted establishment without undue restrictions, there is always the possibility that he may be tempted to patronise places that are not conducted on the lines of decency and good order. By this we make no reflection whatever on any Clubs or similar institutions, but refer to certain undesirable places that are within the cognisance of nearly everybody in the Colony. And we should like to ask, *en passant*, since it is commonly reported that drink can be obtained at such places without restriction as to "cash" or as to hours, whether the authorities have ever contemplated the application of the Liquor Ordinances to them?

In view of the emphatic denial officially given that the object of the Bill was to diminish drinking, the opponents of the measure—who included several unofficial Members of the Legislative Council—were driven to the assumption that the object was to protect the public from incurring debts. It will be remembered that in the course of the debate the Colonial Secretary dramatically produced a bag of unpaid chits for a total of \$5,000 which one publican had amassed—perhaps covering, as the Hon. Mr. POLLOCK suggested, a period of fifty years. At the time the Bill was passed there were only seven publicans' licences issued for the whole Colony and the two principal hotels were strongly opposed to the section of the Bill under discussion. Four of the remainder were apparently indifferent, and only one sought protection. As we remarked at the time, licensed victuallers, as a rule, are very well able to look after themselves, and if the "chit" system had been as disastrous to the interests of "The Trade" in Hongkong as the Government sought to show, it is only reasonable to assume that it would have been suppressed by common consent long before. The idea of legislating for the benefit of one hotel was so preposterous that it was difficult to believe that this was the real motive. Except in so far as the conduct of his business may be said to affect public morality there is no reason for discriminating between the licensed victualler and any other class of trader. If a hotel keeper or any other tradesman chooses to allow credit, whether to transient visitors or residents, it is his own responsibility.

As regards the enforcement of this particular section of the ordinance our feelings are rather in sympathy with our understaffed Police, by whom it surely cannot be regarded as a serious matter that a respectable citizen should be made a law-breaker by signing a "chit" for a drink when there are so many real criminals to be apprehended and so many matters needing official attention—the murder of police officers, for instance. It seems to us that the ordinance might well be repealed or, failing that, like many another, might be allowed to remain practically a dead letter.

Colonel W. N. Nicholson left by the M.M. steamer *Chambard* yesterday for Haiphong.

Mr. A. Gilmore, Vice-Governor of the Philippine Islands, who arrived Hongkong on Monday left on the M.M. s.s. *Chambard* yesterday for Singapore.

The cases of notifiable disease notified to the Medical Officer of Health last week were: 3 of plague (2 deaths); 8 of small-pox (7 deaths occurred during the week); 2 of enteric fever and 1 of cerebro-spinal fever (1 death).

Fung Fu Lu, a clerk in the C.P.S.S. Co., Hongkong, has reported to the police that three men entered his house at No. 67, Belcher Street, 3rd floor, early yesterday morning. He was bound and gagged and the men got away with \$738.

A postal packet received, via Siberia, by a firm in the Colony yesterday was posted in London on July 27th, reached Harbin in 16 days and Hongkong in 25 days. Before the war London mail reached the Colony via Siberia in 17 or 18 days.

While Great Britain, remarks a Northern contemporary, has got no further than the discussion of a tax on betting, one of the Chinese provincial authorities has made it an accomplished fact. The province concerned is Chihli, and according to the *Sinwampoo* the Civil Governor has achieved the object in view by ordering that in future revenue stamps must be affixed to all lottery tickets sold within his jurisdiction.

Captain M. M. Jensen, of the Admiral Line s.s. *President Grant*, who was suspended and fined some time ago for speeding on the high seas, has been reinstated, and it is stated that Shipping Board in the meantime have raised the speed limit.

Peitaiho, the summer resort patronised by the foreign residents of Peking and Tientsin, has recently been visited by a typhoon which, in the space of less than half an hour, tore the roof off a score or more of cottages, completely wrecked others, and left the upper portion of the Lotus Hills practically stripped of trees. Two foreign ladies, Mrs. Paul Jucely, of the American Legation, and Mrs. Tavelia, wife of the Manager of the Sino-Italian Bank at Tientsin, were injured, but it is understood that their injuries are not serious, and no other casualties have been reported.

The Captain Superintendent of Police (Mr. E. D. C. Wolfe) appeared in person at the Magistracy, yesterday morning, to prosecute a Chinese driver of motor-car No. 238, who was summoned for exceeding the speed limit in the Aberdeen control area. The defendant admitted to the Magistrate (Mr. Melbourne) that he was going a little faster than the speed limit. Mr. Wolfe said the man was not racing; he was following in a car and when he tried to catch him up his speedometer registered 17 miles per hour. He thought the defendant must have been going over 20 miles an hour round the bend opposite the market, well into the village. He did not look upon it as a serious case and, as the man had a clean record, he did not press for a heavy fine. The Magistrate imposed a fine of \$5.

An account of the death of Mr. G. A. Chadwick, assistant manager of Messrs. Butterfield and Swire, at Yokohama (formerly stationed in Hongkong), shows that he died in the Yokohama General Hospital after an illness of five days. The account says:—On Sunday last, August 5th, Mr. Chadwick was troubled by a slight abrasion of his face, but was attending to business on Monday morning. Seeking medical advice, he entered the General Hospital later in the day. Dr. Paravacini, who had charge of the case, with Dr. Hingston, of the British Naval Hospital, as adviser, soon found that blood-poisoning of a virulent kind was developing. Everything that medical and nursing skill could suggest was done, but the patient rapidly became worse, and passed away last evening, August 10th.

News was received in Shanghai yesterday of the death in the United States of Mr. Henry Schlee, a well-known China tea merchant. The deceased, who was 56 years of age, is survived by a widow and two children. He came to China, the *Shanghai Mercury* says, over 30 years ago and until a few years ago was associated with the firm of Robert Anderson & Co. While he was principally stationed at Shanghai, he also had worked at Foochow and Hankow, and in both of these places he will be remembered with affection. In amateur theatricals he was extraordinarily clever, and for long was one of the leading players to appear in A.D.C. productions, in which Mrs. Schlee also took part. He had been a keen volunteer, and was a member of the Shanghai and Country Clubs. In 1917 he severed his connection with Shanghai, and after working in Hankow for a few years decided to make his home in the United States, taking up his residence in Duxbury, Mass.

The Shanghai Municipal Council published in the *Gazette* last week an announcement from the Public Health Department to the effect that ice cream samples taken from Bianchi, Central Dining Rooms, Sweetest Castle, Palace Hotel, Astor House Soda Fountain, Astor House Dining and Grill Rooms, Pau Lee, Sugarie, and Marco Polo, were examined in the Municipal Laboratory during the week ended August 3rd and were found unfit for human consumption. The *N.Y. Daily News* says the sudden and totally unexpected blacklisting of nine of the leading caterers and confectioners—prominent amongst them being the Astor House and Palace Hotels—for producing ice cream unfit for human consumption was a veritable bombshell. The history of this surprise attack is interesting. The Municipal Health Department has been handicapped for a long time through being short of the staff necessary to do all the work which it was believed necessary to undertake for the good of the ratepayers' internal organs. Recently there has been an acquisition of strength, especially in the laboratory. A start was then made upon a series of exhaustive tests in connection with ice cream, and the results were highly satisfactory. The laboratory experts, using the best methods procurable and utensils clean beyond all question, produced ice cream under unclean conditions which was absolutely sterile and therefore safe in every way if eaten under normal conditions. They also achieved what it is believed has never before been done anywhere in the Far East, though it is of old standing in America and Europe, namely the establishment of a bacteriological standard for ice cream.

BIG FIRE AT CANTON.

Sixty houses were destroyed by a fire at Wanchai, Canton, on Saturday. The fire started in a tobacco shop and as a high wind prevailed it rapidly spread, and it took the Fire Brigade, assisted by Chinese fire-fighting companies, several hours to get control of it. No casualties are reported. The loss is obviously considerable.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

THE WAR IN MOROCCO.

SPANISH GARRISON
SURROUNDED.

MADRID, August 20th.

Military critics attribute the Spanish reverse in Morocco to the holding of a big salient.

The base at Afra, on the coast, is now isolated, and Tifariti is surrounded, though the garrison are holding out. Reinforcements are proceeding to the help of the garrison.

A Spanish military aeroplane, manned by two officers, crashed in rebel territory near Tifariti. The fate of the officers is not known.

SPANISH REINFORCEMENTS FOR MOROCCO.

MADRID, August 20th.

Seven garrisons have been ordered to send reinforcements to Morocco. Officers on furlough have been recalled.

AMERICA AND EUROPE.

U.S. SECRETARY OF TREASURY ON EUROPEAN AFFAIRS.

WASHINGTON, August 20th.

Mr. Mellon, Secretary of the Treasury, who has returned from Europe, conferred with Mr. Coolidge.

Interviewed by Reuters, Mr. Mellon said he left pessimistic about the completion of debt funding settlements in the near future, and also about European affairs generally. He said he saw no way in which America could assist Europe.

THE FRENCH FOREST FIRE.

TWO THOUSAND PEOPLE
HOMELESS.

DRACIGNAN, August 20th.

The forest fires have abated as the mistral is no longer blowing.

Large tracts of forest have been destroyed, including the magnificent woods at La Gaillarde.

The flames spread from the Maures Mountains to the sea, even burning the seaweed on the beach.

All the peasants who wait in the mountains to summer feed their cattle, were brought safely to Straphuel.

At Frejus, hundreds of houses were burned and 2,000 people are homeless, but though eighteen miles of forest were ablaze at the height of the conflagration, only four deaths have been reported.

The scenes at Mandolien, which was totally destroyed, were reminiscent of the war during the invasion of North France. Fifteen hundred inhabitants were fleeing along the main roads. They had no time to save their property.

BRITAIN'S NAVY.

BOLAN SPEAKING BY PREMIER OF NEW ZEALAND.

WELLINGTON, N.Z., August 20th.

Mr. Massey, the Premier, in a speech at a banquet emphasised the importance of the British Navy. He said a second class Navy would mean a second class Empire. Great Britain was bearing an unfair proportion of naval expenditure and the Dominions should take their due share. He recalled the fact that twenty-one vessels trading to New Zealand were sunk during war time, which was a lesson for the future.

GERMAN REPARATIONS.

FRENCH REPLY DELIVERED AT BRITISH EMBASSY.

PARIS, August 20th.

The French reply to the British Note was handed in at the British Embassy this morning.

EARLIER CABLES.

HARD TIMES IN GERMANY.

ENORMOUS ADVANCE IN PRICES.

BERLIN, August 20th.

The Berlin public are agitated at the prospect of coal being eighty-five million marks a ton in consequence of the Coal Council's warning of a forthcoming two hundred per cent. increase in price. This comes on top of a two thousand per cent. increase in the transport rates just effected, already making the coal prices two million times above the pre-war rate. Electric light, gas and railway rates are becoming prohibitive. The prices of clothing, books and food are advancing enormously and already exceed world parity. With the object of saving the Leipzig autumn fair from becoming a washout, the fair authorities have been empowered to issue emergency currency.

LATEST CABLES.

EMERGENCY ECONOMIC MEASURES.

BERLIN, August 20th.

It is officially stated that the Cabinet, yesterday afternoon, after a consultation with the Party leaders, adopted a resolution for the immediate enforcement of emergency economic measures.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

CHINESE RAILWAY PROTECTION.

REPORT REGARDING DIPLOMATIC COMMITTEE'S DELIBERATIONS.

PEKING, August 21st.

A preliminary report of the deliberations of the Diplomatic Committee on railway protection plans, appears in the Chinese Press and also in the Peking Leader, in which it is stated that the committee yesterday agreed to a recommendation for the establishment of a bureau akin to the Salt Gabelle, in which foreigners would act as instructors and inspectors, rather than as controllers.

"CHANGSHA" ON A REEF.

150 MILES FROM SANDAKAN.

SYDNEY, August 21st.

The steamer *Changsha* is ashore on a reef, 150 miles from Sandakan. She is in no danger, but has eight feet of water in the forepeak and eleven feet in number one hold. The other holds are dry.

The *Changsha* is awaiting refloating with the help of a salvage steamer. All are well aboard.

(BY COURTESY OF "THE DAILY BULLETIN.")

HONGKONG SHIPPING CONTROL.

MR. MOLLER REPLIES TO GOVERNMENT'S DEFENCE.

SHANGHAI, August 21st.

Mr. Eric Moller has published a very lengthy letter in reply to the Hongkong Government's defence of the shipping control scheme, giving the full correspondence.

He concludes by asking, "Did the Hongkong Government commander and use the ships for purposes other than those connected with the war and the protection of the Colony? Did Hongkong take the enormous profits during the trading with the vessel? Did Hongkong have legal authority in any shape or form to carry out such an act? Can it be denied that Hongkong expressly created the Indemnity Bill with a view to crushing the legal proceedings and putting the claimants out of Court?"

The *North China Daily News* comments:—It is clear from the correspondence that "instructions from Home" were not a big enough shield to save Hongkong from all blame, and that Hongkong is morally committed to Mr. Moller a very long way. "We have no hesitation in saying that Mr. Moller has been very shabbily treated, and British official prestige for fair dealing has been besmirched. Unless the Moller Company are recompensed to some extent the story of their treatment is likely to have evil results in the Far East."

PRESIDENTIAL ELECTION.

TSAO KUN'S PARLIAMENT SUPPORTERS ACTIVE.

PEKING, August 20th.

General Wang Chen Ping and Wu Ching Liu are co-operating in the advocacy of an early Presidential election.

Tsao Kun's parliamentary supporters are taking the initial steps, each member of Parliament having received a preliminary payment of \$500.

The Peking members of Parliament are telegraphically advising their colleagues at Shanghai, Tientsin and Hankow to return to Peking to assist in the election.

EARLIER CABLES.

BRITISHERS MAROONED.

ON AN ISLAND IN THE ARCTIC.

LONDON, August 20th.

Stefansson announces that the schooner *Donaldson* sailed from Nome, Alaska, on August 2nd, to rescue four Britishers marooned on Wrangel Island since September, 1921.

The *Donaldson's* departure was kept secret in order to prevent its interception by the Soviet authorities, who recently reported that they had ordered the capture of any British ship trying to reach the island, which the Soviet claims to be Russian. The four Britishers were landed in 1921 to preserve the British rights asserted by the Canadian Government in 1924.

B.M.A.'S "AUSTRALIA" TO BE SCRAPPED.

MELBOURNE, August 20th.

Mr. Bowden, the Minister for Defence, announces that steps are being taken to dismantle the battle cruiser *Australia*.

AHEAD OF THE MAIL.

(SUPPLEMENTARY WIRE FROM INDIAN PAPER.)

LONDON TO BOMBAY BY AIR.

LONDON, July 29th.

Government is commencing the building of a fleet of airships for the Imperial Air Service.

Commander Burrey, interviewed, said that each airship would be 700 feet long and 110 feet wide and would be capable of carrying from 120 to 150 passengers to Bombay in five days. Their fuel capacity would be sufficient to enable the journey from England to be accomplished without a stop. Each sleeping cabin would contain dressing and writing tables, as well as toilet facilities while 60 people could be accommodated at one time in the lounge, which would be arranged in the Pullman style. Electric cooking arrangements would be provided, and there would be a cold storage chamber for food.

REMARKABLE TURF ACTION.

LONDON, July 29th.

Many racing celebrities, including members of the Jockey Club, were attracted to the King's Bench Division by a remarkable turf suit arising from the death of Ironore.

Henry Joseph Boam, the owner of Ironore, succeeded Michael Beary for £200,000, alleging negligence leading to the mare's death. Mr. Boam deposed that he paid £250 for Ironore. He described the fatal race, alleging that Beary deliberately tried to cut out the jockey Lane, who was riding Ironore, apparently in order to get a better position on the rails.

Cross-examined, he said that he had been racing for two years in Great Britain, and previous to that for a year in Johannesburg. He formerly managed a wholesale importers' business in South Africa, which he left about 14 years ago. He contended that he was thoroughly justified in taking action for foul riding that jeopardised another jockey's life.

London, July 27th. Michael Beary, giving evidence at the resumed hearing of the turf law suit, described the race in which Ironore met her death.

He said that when Ironore dropped back, he was forced to the rails, and did not see her again. The first he knew of Ironore falling was in the paddock after the race.

He admitted being before the Stewards on previous occasions on different charges, when he suffered fines and suspensions. He thought nobody was to blame for the Ironore accident.

Witness had been brought down on a score of occasions and broke his collar bone several times.

Herbert Smyth, of Epsom, trainer for Mr. Boam, estimated Ironore's value at 250 guineas. He was pleased when Boam removed his horses, because he was a nuisance.

The jury found for the plaintiff, and assessed damages at 300 guineas.

ROYAL GARDEN PARTY.

LONDON, July 27th.

Six thousand guests attended Their Majesties' garden party in the grounds of Buckingham Palace yesterday afternoon. Lords and Ladies, celebrities in science, commerce and arts, diplomats, members of the Government with their wives and numerous Labourites, were among the brilliant throng. There was a queue of cars for 200 yards along the Mall.

Their Majesties moved freely among the guests on the lawn, and later took tea in the pavilion.

Indian, Japanese and other Eastern guests made brilliant patches of colour on the green grass. The Queen was attired in mauve, with magnificent pearls, while H.M. the King was in a grey frock-coat, with a button-hole, and a silk hat. The Duchess of York was also in mauve, and Princess Mary in white.

SAFEGUARDING PUBLIC MORALITY.

LONDON, July 20th.

The Select Committee on the Matrimonial Causes (Regulation of Reports) Bill has issued a special report on the Bill, the title of which has been changed to the Judicial Proceedings (Regulation of Reports) Bill.

The report says that while the Committee regretfully accepts evidence that owing to competition the Press cannot agree among themselves to eliminate objectionable details of divorce reports, they think that legislation is needed, and instance the Russell case as a proof that the existing law is not sufficient. They say that evidence has been adduced that injury has been done to the British reputation in India and the East by the reproduction in the vernacular Press of reports of divorce cases in Great Britain as typical of British life.

They think that the remedy is to be found in the proposals in the Bill, with amendments based on the principle of allowing maximum publication consistent with adequate safeguarding of public morality.

LORD CURZON'S BOOK OF TRAVEL.

LONDON, July 31st.

Marquis Curzon is publishing, in September, a book of tales of travel, including an account of his experiences among the self-torturing fraternity of Kairuan, in the Tunis hinterland, and his journeys in remote parts of Asia, Arabia, and America.

He recalls his visit in 1894 to Afghanistan as the guest of the Amir, and his ride through the country on the track of Lord Robert's march to Kandahar.

UNEMPLOYED EX-SERVICE MEN.

LONDON, July 31st.

The report of the King's Roll National Council, signed by Earl Haig, states that there are still 38,000 disabled ex-Services men unemployed.

MR. E. S. MONTAGU ON LIBERALISM.

LONDON, July 28th.

Fifteen hundred Liberals of the Parliamentary Division of Cambridgeshire subscribed for gifts which were presented to Mr. E. S. Montagu, formerly Secretary of State for India, and his wife, at a garden party at Cambridge this afternoon.

Mr. MacCallum Scott said that Mr. Montagu had left his mark on the constitution of the British Empire, and that it was due to Mr. Montagu more than to any other statesman, that India remained the jewel in the Crown of the Empire, with every prospect of shining with increased brilliancy.

Mr. Montagu, returning thanks, said that he would always work for Liberalism, as long as there was a danger of overthrowing Liberalism as a political creed, which could only be stigmatised as the most stupid and short-sighted creed possible. Liberalism had to formulate a new programme, in a new world, and to present to the electorate a united front. The rank and file knew no distinction, and they would welcome Mr. Asquith, Mr. Lloyd George, Lord Grey, and all who could serve Liberalism.

MINISTERS AND NEWSPAPER "PUFFS."

LONDON, July 31st.

In the House of Commons, Mr. Pringle, referring to the "puff" paragraph relating to Sir L. Worthington-Evans, suggested that there were strong grounds for believing that it was an Intelligence Officer in the Post Office who inspired the matter and substance of the communication made to the Press.

Mr. Pringle asked Sir L. Worthington-Evans whether he had communicated with that official prior to publication, but Sir L. Worthington-Evans repeated that he had no idea that any steps were going to be taken to influence the Press. Many matters mentioned in paragraphs were on second and obtained without reference to himself. He admitted conversing with the publicity official, but had not the faintest idea that he would see the information flaunted in the Press the next day. The official concerned had apologised.

Sir W. Joynson-Hicks stated that a careful enquiry was being made into the Publicity Departments of various Ministries, and, in two cases, Publicity officials were about to resign because Ministers considered that information could better be given to the Press by their own Secretaries.

NAVAL PRIZE MONEY.

LONDON, August 1st.

The Admiralty announced that it has decided to make a supplementary distribution of Naval prize money beginning on August 8th. The full value of one share earned by thirty months' qualifying service is ten shillings only.

Those entitled to share in previous distributions should apply.

Payment to ex-ranks and ratings in the Royal Indian Marine and Naval Forces of the Dominions will be made by the Indian and the respective Dominions authorities. Officers of the Indian Marine granted Imperial Commissions will be paid prize money by the Accountant-General of the Navy.

EMPLOYEES "IN WAR OFFICE."

LONDON, August 1st.

In the House of Commons, Lieut. Colonel Guinness, replying to Mr. Thomson, said that War Office employees 2,820, compared with 1,850 before the war, and that there was no prospect of a reduction in the staff inasmuch as the permanent organisation of the post-war army was so much more complicated and technical, such as tanks and signalling, and the cost of accounting was great.

THE ARMY CANTEENS SCANDAL.

LONDON, August 1st.

"The charges brought by Lord Wolmer, *Truth*, and others that improper uses were made of profits from Expeditionary Force canteens have not been substantiated," is the finding of the Select Committee, whose report is now issued.

The Committee think that it would have been impossible to wind up the canteens without losses. There were considerable petty thefts, and losses in transport in Eastern areas, but only ordinary thefts and losses.

Major Vandenberg and Major Boyd, the Officers responsible for supervising the disposal of surplus stocks, "failed to exercise ordinary care in disposing of the property of the Board, and it is a remarkable circumstance that most of the goods sold at low prices were sold to ex-officials of the Board who were friends of these two persons." It is also stated that a Mr. Blake paid £3,200 for certain articles, whereas he would have paid £14,985 if he had paid the price paid by other people. Apparently the Canteen Board allowed the delivery orders to remain in Blake's possession, although they found difficulty in obtaining payment from him for a transaction completed. The Committee feel that the Board failed to exercise proper care and supervision in this matter.

A financial statement shows a net profit of £12,188,000 and a loss of £9,718,000. The total distributable profit, after adjustments have been made, was £2,469,000.

NAVAL AIRCRAFT.

LONDON, August 1st.

An elaborate series of experiments of dummy bombing of a battleship by naval aircraft off the Isle of Wight to-day proved somewhat of a failure owing to bad weather.

The battleship *Agamemnon* was wirelessly steered from a destroyer nearly a mile away and when travelling at 14 knots was attacked from a height of 8,000 feet. High wind and storm clouds, however, interfered with observation, and no direct hits were obtained.

CRIMINAL SESSIONS.

(BEFORE THE JUSTICE OF THE PEACE MR. JUSTICE COMPTON.)

PIRACY OF A JUNK.

Eight Chinese were indicted for pirating a junk on the high sea, and placing the master and mariners and one other in fear of their lives. An alternative charge was brought of receiving a junk knowing the same to be stolen property.

Mr. Dyer Ball, prosecuting for the Crown, told the Jury that the piracy took place off the coast of Hainan on June 12th of this year. On the morning of that day the trading junk *Sun Yee Shing* left Pak Nam, in the Island of Hainan, with a cargo of squared tops, coco-nuts, and planks. She had reached the Tai Ma, an uninhabited locality in the Hainan Island, when a three-master junk drew near and opened fire on them. The crew were frightened and ran below to hide themselves. A boat containing seven or eight pirates put off and boarded the *Sun Yee Shing*. They captured the men in hiding, and confined them in different parts of the ship. They then made the peaceful junk follow the pirate vessel, and after some hours of cruising returned to the starting point. They crew were next placed in a boat and stranded ashore, the pirates taking the *Sun Yee Shing* away with them. By means of friendly junks and sampans the stranded men managed to make their way back to Pak Nam. The master then searched the local seas for his junk. He eventually found his way to Hongkong and on July 6th discovered his boat in Yumati harbour. He repaired to the police station and lodged information, but obviously he had been careless for the junk had disappeared when the police got to the scene. Then a few days later he discovered the junk for the second time, in Aberdeen. He went to the police again, and kept quiet about his discovery outside. Consequently the junk was successfully boarded, and five of the eight prisoners captured about the decks. A Chinese constable was left on the boat, and he arrested three other men who came to the junk afterwards. Two arrived in the *Sun Yee Shing's* sampans. Four of the prisoners admitted being members of the pirate crew. On two of the others pawn-tickets were found, and with these the police redeemed property identified by the master of the junk as being his.

Witnesses were then called.

The Jury brought in a verdict of guilty against five of the accused, and acquitted the rest.

Sentence of seven years' hard labour in each case was passed.

(BEFORE THE CHIEF JUSTICE (SIR WILLIAM REES DAVIES).)

THE MURDER CHARGE.

The case in which Ghul Mahomed, a young Indian watchman, was indicted for the murder of a Chinese carpenter at Quarry Bay, was concluded yesterday.

On the previous day the Attorney-General, prosecuting, suggested as a motive for the murder, hatred on the part of the Indian, a Mahomedan, for the Chinese because the latter used a spoon belonging to him, and thus offended his religious principles.

When the case for the prosecution was concluded, Mr. F. C. Jenkin, counsel for the defence, had a short conference with the Attorney-General.

At the conclusion he informed His Honour that the Attorney-General was willing to accept an amended charge of manslaughter. This course was adopted.

Mr. Jenkin's defence was that the shooting was an accident. The youth was tired of holding his rifle, and he went into the matted for a rest. The gun was at the slope, and he intended to drop the butt to the floor. As he made the motion, the gun slipped, and he put up his hand to catch it. Then it was that the weapon went off, quite accidentally, and killed the deceased.

The accused was found guilty, and sentenced to eighteen months' hard labour.

SAYINGS OF A WEEK.

Capital is the real employer.—*Mr. P. D. Leake.*

Democracy standardises human nature.—*Dean Inge.*

No one ever failed who did not deserve to.—*Sir Charles Hignam.*

Litigation has been killed by counsel's fees.—*Mr. H. D. Haslewood.*

It would be the greatest disaster to have the National Debt paid off in four or five years.—*Mr. F. Wist, M.P.*

No nation can prosper through the destruction of another.—*Co-operative Women's International Committee.*

No community was ever yet benefited in the long run by a policy which repelled capital.—*Sir George A. Toulton, Bart.*

Britain has borne the burden long enough, and we must take our fair share.—*The Minister of Australia.*

AMERICAN DEBT.

OUR ANNUAL PAYMENTS.

The text of the proposal signed by Sir Auckland Geddes, the British Ambassador at Washington, on June 15th—for the funding of the British debt to the United States of America, was issued as a White Paper last month.

In exchange for the demand obligations held by the United States Great Britain proposes to issue Treasury securities, the total indebtedness to be funded into these bonds being \$4,600,000,000. The bonds will be dated December 15th, 1922, maturing December 15th, 1944, with interest payable semi-annually on June 15th and December 15th in each year at the rate of 3 per cent. per annum from December 15th, 1922, to December 15th, 1932, and thereafter at the rate of 4 per cent. per annum until the principal thereof shall have been repaid. The principal and interest of the bonds shall be exempt from all British taxation, present or future, so long as they are in the beneficial ownership of the United States, or of a person, firm, association, or corporation neither domiciled nor ordinarily resident in the United Kingdom. All bonds, which shall be payable to the United States of America order, shall be issued, so far as possible, in denominations of \$4,600,000 each, and shall be signed for Great Britain by the counsellor of the British Embassy at Washington.

It is provided that annual instalments, ranging from \$23,000,000 in December, 1922, to \$175,000,000 in December, 1944, shall be paid on account of principal. How these instalments will increase is indicated in the following table:

1923	24,000,000
1925	25,000,000
1926	26,000,000
1927	27,000,000
1928	28,000,000
1929	29,000,000
1930	30,000,000
1931	31,000,000
1932	32,000,000
1933	33,000,000
1934	34,000,000
1935	35,000,000
1936	36,000,000
1937	37,000,000
1938	38,000,000
1939	39,000,000
1940	40,000,000
1941	41,000,000
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1943	43,000,000
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2019	119,000,000
2020	120,000,000
2021	121,000,000
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2089	189,000,000
2090	190,000,000
2091	191,000,000
2092	192,000,000
2093	193,000,000
2094	194,000,000
2095	195,000,000
2096	196,000,000
2097	197,000,000
2098	198,000,000
2099	199,000,000
2100	200,000,000

BAROGRAPHS

(SELF RECORDING BAROMETERS).

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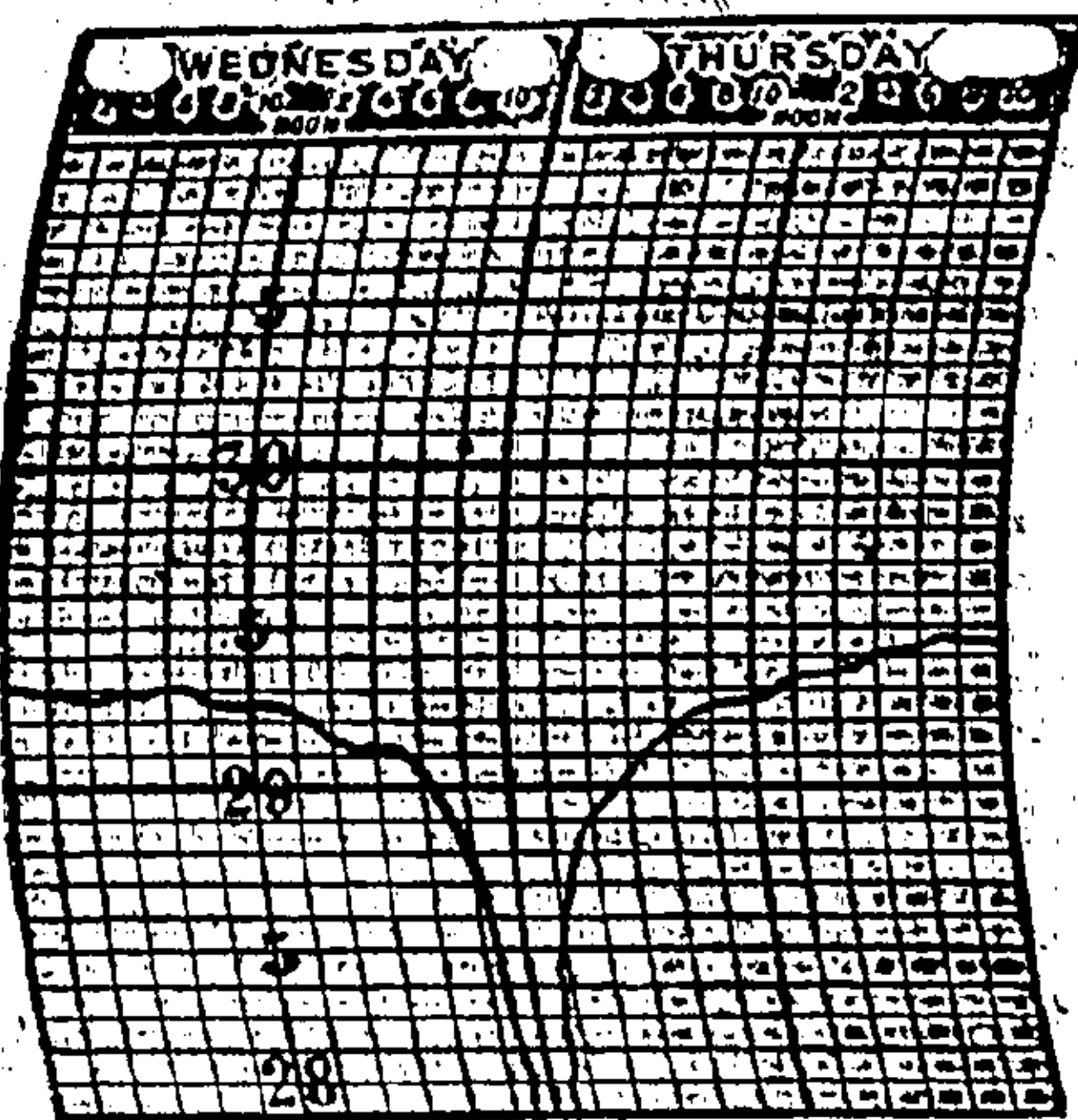


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and trying climatic conditions, these
times defy the strongest constitution.

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"keep fit" without the extra strength and nerve
force that Hall's Wine gives, must sooner or later
come to grief. Hall's Wine, the great British Tonic
for Health and Strength, is the prescription of a
member of the Royal College of Surgeons,
London, England, it is so sure and so economical
a safeguard that you should have it by you always.
For over a quarter of a century it has held the
confidence of medical men throughout Great Britain.

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"In insomnia, Hall's
Wine is of the highest
value, it induces refresh-
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PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.)

PARIS, July 16th.
One of the most noticeable features of
the dressing at the Grand Hurdles at
Auteuil was the appearance in multitudi-
nous quantities of the parasol-umbrella
that has been christened by designers the
"Petit Poucet" (Tom Thumb). This
was in evidence because the Clerk of the
Weather had once again sent dull skies
to greet what should have been a smiling
Spring morn, and women who had donned
Autumn costumes brought one of these
general air of smartness of their toilette,
while women who had donned Spring
garb and dared the elements had also
brought one with them in case a threaten-
ing down-pour should chance to become
a reality, hence, daring and cautious
alike, carried a Petit Poucet.

Like most of the necessities of life
(eating, for example) the French have
turned the necessity of always carrying
an umbrella, which an unseasonable climate
has reduced us to, into one of the
delights. An umbrella, at its best, is
never more than a nuisance, to be toler-
ated with the best possible grace. There-
fore, their task of making of it a thing
of joy was a difficult one, but when one
knows the dishes of delight their chefs
have made of such humble fare as pota-
toes and carrots, one is not surprised
that their designers have been able to do
as much for the humble but necessary
umbrella. In its new form it is short
and stumpy to a degree; some of them
are no longer than the forearm, with no
more than an apology of a ferrule and
a minimum of handle. This latter
generally comes under the headings of
"stocky" or "stumpy," although there
are models about to be seen that are
neither, but retain the long, graceful
lines of the parasols of yore.

In the matter of decoration, carvings
take first place. Handles are carved in a
thousand intricate and weird designs,
and very often the pattern is picked out
in colours so that the most delightful of
polychrome effects is the result. As de-
signers have not yet taken to introducing
gold into these effects, one can hardly
trace them to the Florentines of old, but,
nevertheless, there is a great resemblance
between the decoration of the modern
umbrella and the works of art produced
by these great masters of Florence.
Some handles are decorated with the
heads of animals or birds carved in a
style more or less bizarre and certainly
far more reminiscent of animals seen at
the Salon d'Automne than those seen in
any zoo. Some of the more expensive
ones have wonderful handles carved from
solid blocks of matrix amethyst, from
onyx or from jasper: some are perfect
specimens of Chinese carving, fit rather
to lay aside in a cabinet than to be
paraded, at the risk of being lost, on all
occasions, some are run through with a
cord, which serves both as an ornament
and as a safeguard against loss, if the
possessor slips her arm through it and
so attaches it to her fair person; some,
on the contrary, reverse this idea by
having a large loop pierced through the
ferrule end of the umbrella, so that, when
it is not unfurled and in use, it is turned
upside down and carried by slipping the
arm through this loop.

When they are unfurled, one can easily
trace the Japanese style that has in-
fluenced the designers who have created
these modern versions of the umbrella.
The smartest shapes are those which are
the flattest, and, although Parisian um-
brellas and sunshades are made of silk
and lace, many of them could easily be
made of paper and transported to far
Japan. Furled, they look like slender
clubs or policemen's batons.

The Petit Poucet type of umbrella is
carried with all styles that are not copies
either of 1830 or 1850 models: with these
latter only the small silk and lace parasol
can be carried. The modern version of
this old style is as small as a child's toy
parasol, it is a mass of lace and silk
frills, and it is mounted on a long, slender
stick. The sight of these old-fashioned
parasols being paraded about the
lawns at Longchamp, accompanied by
full panned skirts, mittens, shawls and
poke bonnets, was a quaint enough sight
but such a frequent one that the eye
became accustomed to it and it became
an ordinary one's tight, clinging lines
were at the same meeting last year. One
of the many advantages of the new um-
brella is that, by reason of its shortness
of length, it will pack into any trunk or
suit case and it is, therefore, not neces-
sary to take one's umbrella case when
travelling. Many of the new models I
have seen certainly did not measure more
than twenty inches from end to end.
Tie de neige and raven blue are favourite
colours, as they serve the purpose of pro-
tecting the possessor on rainy days and
yet look smart and elegant enough to
carry on sunny ones. But, every colour
is being used for the Petit Poucet, both
as regards the silk they are made of and
the wood of the handle that accompanies
them, so it is possible to have a Petit
Poucet to match every frock, or one for
every day of the week, if necessary.

Another peculiar detail of the present-
day fashions is the temptation to initial
everything. There was a time when
initials were practical affairs woven into
bands of tape or cross-stitched on to gar-
ments with the one and only purpose of
preventing their becoming lost in the
wash or stolen by an unscrupulous maid
from one's wardrobe; now, initials are
essentially works of art intended solely
as a means of decoration. They are
worked on blouses, at odd angles on
skirts, and even coats have a monogram
worked on the outside of one of the
sleeves; they are engraved into the
handle of umbrellas, and stamped into
the flap of bags; a handkerchief is slip-
ped through a ring attached to a wrist-
strap on which is threaded the wearer's
initials carried out in silver, gold or tiny
sprays of marquisette, but, best of all,
I noticed a charming Summer hat the
other day that was a cloche in form and
(Continued at foot of next Column.)

**Rubber Cushion
Clasps Cannot
Tear the Hose**

The rubber cushion clasp holds
the hose between rubber and rub-
ber and that is an exclusive fea-
ture found only in the

PARIS GARTERS

crip the hose so surely—no se-
curely—without the slightest in-
convenience to the wearer or
possibility of tearing the sock.

That is one of the famous five
reasons why Paris Garters are
so generally worn by well dressed
men the whole world over—and
the other four reasons are just as
good.

But be SURE that they are
Paris Garters. An imitation is
more than apt to disappoint you,
and you can avoid that by taking
care. All haberdashers sell Paris
Garters in double and single hose
crips and in either cotton or silk.
Insist on getting the genuine.

A. STEIN & COMPANY
Makers—Chicago, U. S. A.
Distributors:
Muller & Phipps (Asia), Ltd.
Hong Kong

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PAIN-BALM**
A LINIMENT
For External Use Only.

RHEUMATISM
NEURALGIA, SCIATICA,
LAME BACK, LUMBAGO,
GOUT,
Sprain, Swelling and Lameness,
Cuts and Bruises,
SORE THROAT,
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BACKACHE,
Soreness of the
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THE
OCEAN**

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AGENTS for Hongkong and South China
DODWELL & CO., LTD.
TELEPH. C. 1030 2, QUEEN'S BLDG.

the crown of which had been made by
joining four triangular pieces together;
these had been covered with the popular
all-over chain-stitch embroidery, only one
of them having been left vacant so that
the initials of the wearer could be em-
broidered there instead.

Initials and monograms are generally
designed in a fantastic, modern sort of
style, so that one has to look twice and
work out the intricate strokes and curves
before being able quite to grasp the
significance of them. Usually, they are
surrounded by a circle, or an oval, or at
times by a triangle, if they are placed
right underneath a small breast pocket
on a blouse.

Even the buckles on shoes are now sup-
plied with the monogram of the wearer,
so that one can truly say it is possible
for the modern woman of fashion to get
initialled from head to foot. Some of the
smartest buckles are being made of
highly polished woods—light mahogany
and maple more especially. The former
shades from light to dark across the
buckle, from side to side; they are affixed
to brown shoes and when worn with
mahogany-coloured dress and reddish-
brown silk stockings, the effect is
delightful.

Use Glaxo for cooking

With Glaxo in the house you are never without a supply
of pure, fresh milk, milk that "keeps" in its tin, ready for
use in any quantity at any time. Glaxo makes delicious
coffee, cocoa and chocolate, milk-puddings, custards,
blanc-manges, ice-cream, soups, sauces, and hundreds
of appetising, nourishing dishes.

A lady from MHON says: "I find that Glaxo and the
many dishes made up from it are invaluable in a country
like India where it is often difficult to get milk which
one can accept as pure."

Everything you can do with ordinary milk you can do
better with Glaxo, which is prepared in an instant by
the addition of hot, boiled water.

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the Aged, and General Household Use

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Companion to
WAHL PEN

EVERSHARP is highly ornamental, to be sure,
but your greatest pleasure in possessing one
is that it is always sharp and ready to use. Made
in several sizes, styles and metals—each with a
renewable eraser under its cap—Eversharp offers a
wide range of selection.

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Wholesale Distributors for China:
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FEED YOUR BODY
by drinking HORLICK'S
MALTED MILK, the finest Food.
Drink for all Ages. By its easy
assimilation it promotes a steady
acceleration of nutritive force
and brain power. This is the
reason that those who take HORLICK'S are
marked by their cheerfulness and
quick-grasping faculties, which
enable them to overcome the strain
of every day life. Made instantly
by the addition of hot or cold water.
Of all Chemists and Stores.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENG.

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BLOOD
PURITY
SERVE FOOD

Try this before buying any other remedy for blood purification.
Vetardo is a pure, natural, and powerful blood purifier.
It is a century's reputation for curing all skin diseases.
It is a century's reputation for curing all skin diseases.
It is a century's reputation for curing all skin diseases.

ON SALE.

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DAILY PRESS, July to December**
1922. With Index, Price \$1.50.
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REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	ON & ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	JAVA	In port	23rd Aug.	BATAVIA
TJILEBOET	JAVA	21st Aug.	23rd Aug.	AMOI, SHANGHAI & JAPAN
TJIKARANG	—	—	24th Aug.	SINGAPORE
TJIKEMBANG	NORTH CHINA	—	5th Sept.	BATAVIA

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The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified radio officer. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
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Taking cargo for Belgium, Netherlands, Germany and all North European ports on direct or optional bills of lading, also to United Kingdom ports on optional bills of lading only.

Arrivals from Europe.	29th Aug.	25th Sept.	23rd Oct.
S.S. "KERTOSONO"	—	—	—
S.S. "OOSTERK" ...	—	—	—
S.S. "OOSTERK" ...	—	—	—

Sailings to Europe subject to alterations.

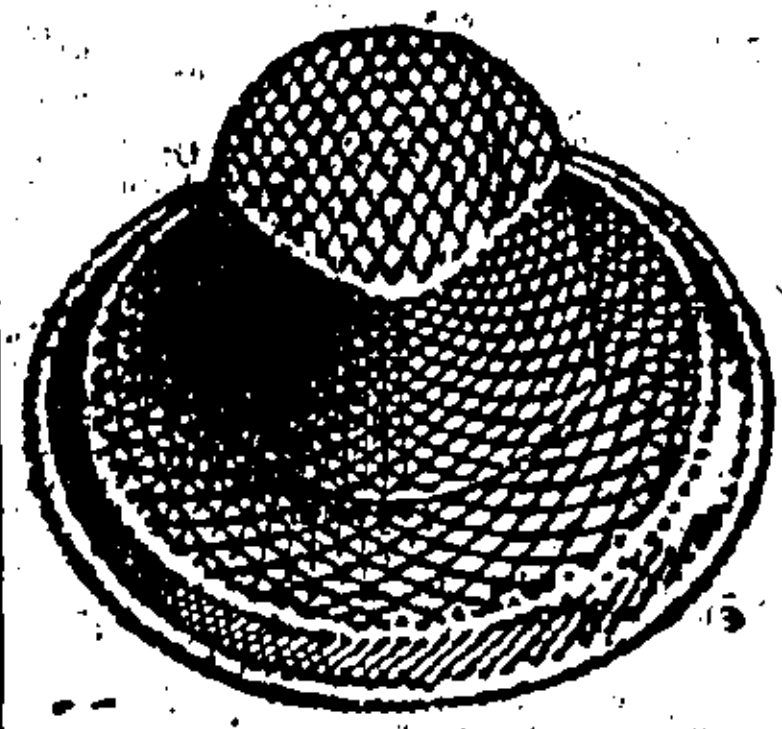
Steamers	For	Sailing on or about
"SAPARORA"	Rotterdam, Amsterdam, Hamburg & Bremen	8th Sept.
"KERTOSONO"	Amsterdam, Rotterdam, Hamburg & Bremen	8th Oct.

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NOV. 22nd.-DEC. 1st. 1933

OLYMPIA LONDON

THE NEW PERSON REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

Just Say
Gets-It
to the Chemist
CORNS

FRENCH ARMY STRENGTH.

THE NEW ESTABLISHMENT.

(FROM "THE TIMES" CORRESPONDENT.)

Paris, July 10th.
The report of the Commission of the Chamber of Deputies on the Bill providing for the new Army organization of France was issued to-day. The Bill itself will not come before the Chamber until after the recess.

The number of officers is to be four-fifths of the pre-war figure and will include 167 generals of division, 214 generals of brigade, and general officers of medical and other services.

The infantry (not including Colonial establishments) is fixed at sixty-four regiments of infantry of the line, each of three battalions of four companies, ten half-brigades of light infantry, six regiments of Zouaves, thirty regiments of North African *Chasseurs*, thirteen battalions of machine-gunners, five groups of cyclist troops, five regiments of foreigners, five battalions of African light infantry, twenty-two regiments of *spahis*, and a regiment formed by the firemen of Paris.

The artillery will include twenty-two regiments of dismounted artillery, twenty regiments of heavy horse drawn artillery, five regiments of light artillery, one Colonial regiment of light artillery, nine regiments of heavy artillery drawn by tractor, five anti-aircraft regiments, six regiments of anti-aircraft, two regiments of heavy railway artillery, two regiments of mountain artillery, five North African regiments, three native Colonial regiments, and four Colonial regiments.

The Colonial infantry force (not including troops of occupation in French possessions) will consist of seven regiments of Colonial infantry, fifteen regiments of Colonial tirailleurs, and nine battalions of native Colonial machine-gunners. Outside Europe and the Mediterranean basin the Colonial infantry force includes three regiments of Colonial tirailleurs, and a separate corps d'armée of seventeen battalions of Colonial tirailleurs.

The cavalry force will consist of forty-five regiments of cavalry, five regiments of Chasseurs d'Afrique, thirteen regiments of *spahis*, and twenty squadrons of machine-gunners.

The engineers will include sixty-seven companies of sapper miners, twenty-eight companies of native North African sapper miners, five companies of electricians, sixteen bridge-building companies of engineers, twenty-eight companies of railway engineers, six companies of North African railway engineers, and forty-four companies of telegraphists and wireless telegraphists (of which eight companies will be of North African natives).

The air arm will include 132 fighting squadrons, seventy-two observation squadrons, eighteen technical companies, and fifteen companies of workmen.

STATE TRADING LOSSES.

£20,000,000 GONE ON BACON DEALS.

Losses in trading or commercial services conducted by the Government are reported by the Comptroller and Auditor-General, Sir Malcolm G. Ramsay, in his report on the accounts and balance-sheets for the year ended March 31st, 1932. The report is issued as a Blue-book.

Dealing with the construction of two oil tank vessels, contracted for by the Admiralty in 1920, at a fixed price of £210,000 each, to find work for dockyard employees who would otherwise have been dismissed, the report says:

The accounts are provisional, and trading accounts, showing profit and loss, are to be framed after completion of the work, but as the cost at March 31st, 1932, is shown at £655,810, it appears to be inevitable that a heavy loss will be incurred on the fixed selling price of £280,000. The Navy Estimates for 1932-33 include £114,000 for further direct expenditure on these ships, and the provisional figures in the cost accounts for overhead charges will probably have to be considerably increased.

Referring to the flax production operations of the Ministry of Agriculture, the report says the final account was published in the trading accounts for 1919-20 and showed that although the Ministry's operations had ceased with the sale of the factories and stocks, sums amounting to £400,000 were outstanding in respect of that part of the purchase price which was payable by instalments. The report adds:

Owing to the collapse of the flax market the purchasers have been unable to meet their liability to the Ministry to complete their payments, and in the present condition of affairs it is feared that only a comparatively small sum will be received in discharge of this total of £400,000 and of the accrued interest thereon. The estimated loss of £21,725,000 will accordingly be considerably increased.

BACON LOSSES.

In addition to the loss on account of requisitioned bacon, which at March 31st, 1932, stood at £2,214,329, there were losses amounting to £2,522,071, or about 4.5 per cent, on the re-control purchases between August 1919 and March 1921. The loss is accounted for by the drastic cut in prices necessary to effect clearances of stocks which would otherwise have been unsaleable after the discontinuance of control in March 1921.

A statement of losses written off with Treasury sanction includes £395 due to defalcations by a temporary official of the Scottish Live Stock Fund. The official's superior officer had signed blank cheques so that his assistant could fill them in for the amount required.

On oil-boring experiments it is expected there will be a loss of £200,000.

Other losses reported are:
Headwell Flax Factory, and stocks (from Nov. 1, 1920) ... £20,581.
Farm settlements and estates (from commencement of operations) ... £240,512.
Small Holdings Colonies (Scotland) (from commencement) ... £72,125.
Building Materials Supply (from commencement) ... £282,000.
Harlow Printing Works ... £21,092.

WEATHER REPORT.

August 20th at 17.00.—Local signal No. 1 hoisted.

August 20th at 18.30.—Warning to Hongkong Coast Ports, No. 1.—Typhoon of unknown intensity within 120 miles of Lat. 18 deg. N. Long. 116 deg. E., moving West.

August 21st at 12.00.—Warning to Hongkong Coast Ports, No. 1.—Typhoon of unknown intensity within 120 miles of Lat. 20 deg. N. Long. 115 deg. E., moving West.

August 21st at 18.15.—Pressure has decreased slightly from the Loochoos to Hongkong. It is nearly stationary over Indo-China and the Philippines, and has increased slightly from the Bonins to Yoo.

At 8 a.m. this morning the typhoon was about 200 miles S.S.E. of Hongkong, moving West.

Another typhoon is shown to the S.E. of the Loochoos. Its direction of motion is unknown at present.

Hongkong rainfall for the 24 hours ending at 10 a.m. 21st August, 0.01 inch. Total since January 1st, 1933, 8.50 inches, against an average of 81.3 inches.

The forecast for the 24 hours ending at noon 22nd Aug. is as follows:—
Distant ... E. winds, possibly increasing to a gale overcast, rain.

Hongkong to Gap Rock ... do
South coast of China between Hongkong and Hainan ... do

Formosa Channel ... E. winds moderate.

South coast of China between Hongkong and Loochoos ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 21st.

	Previous Day	On Date	On Date
	at 1 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.81	29.56	29.54
Temperature	84	80	76
Humidity	83	80	79
Wind	E	ESE	NE
Force	4	3	4
Weather	—	0	0
Rain	0.02	0.10	0.05

Highest open-air temperature on 20th ... 85

Lowest open-air temperature on 21st ... 60

HONGKONG TIDE TABLE

From August 12nd to 18th, 1933.

Days of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	22	h. m.	ft. in.	h. m.	ft. in.
Thur.	23	5 48	6 8	1 18	1 8
Fri.	24	6 48	6 9	2 4	1 5
Sat.	25	7 40	7 1	3 4	2 5
Sun.	26	8 29	8 0	4 2	3 4
Mon.	27	9 15	8 7	5 1	4 3
Tues.	28	10 58	8 3	6 15	5 2
		11 18	8 4	7 50	6 7

BOARD OF CONSERVANCY WORKS OF KWANTUNG.

Waterlevels in English Feet at 6 A.M.

Place of Observation	Highest W.L. ever recorded.		Lowest W.L. ever recorded.	
	W.L. Aug. 19	W.L. Aug. 30	W.L. Aug. 19	W.L. Aug. 30
Wuchow, W. River	+78.50	—	—	—
Kong moon, W. River	+14.70	—	—	—
Lingchow, N. River	+57.00	—	15.5	12.5
Sanshui, N. River	+27.25	—	5.00	2.12
Shakung, E. River	+15.15	—	0.38	8.7

Engineer-in-Chief.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

RAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW	"LAISANG"	Wednesday, 22nd Aug., Noon.
SHANGHAI via SWATOW	"LAISANG"	Thursday, 23rd Aug., 3 p.m.
HAIPHONG via HOIHOW	"LAISANG"	Friday, 24th Aug., 8 a.m.
SHANGHAI via SWATOW	"LAISANG"	Friday, 24th Aug., No on.
MANILA	"LAISANG"	Friday, 24th Aug., 3 p.m.
KORE via AMOI & SHANGHAI	"LAISANG"	Saturday, 25th Aug., 8 a.m.
TSINGTAU via WEIHAIR	"LAISANG"	Saturday, 25th Aug., 3 p.m.
SHANGHAI via SWATOW	"LAISANG"	Sunday, 26th Aug., 8 a.m.
BANGKOK via SWATOW	"LAISANG"	Monday, 27th Aug., 3 p.m.
SANDAKAN	"LAISANG"	Tuesday, 28th Aug., 11 a.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday, 28th Aug., 3 p.m.
BANGKOK via HOIHOW	"LAISANG"	Wednesday, 29th Aug., 8 a.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Purnea and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Northern and Southern ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong, where important offices.

BORNEO LINE—Particularly sailing to and from Sandakan by two 5,000 tons steamers, "HIBANG" and "MAHANG" both steamers having excellent passenger accommodation. Cargo taken at through bills of lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

TSINGTAU LINE—A regular service is run from March to November between Hongkong and Tsingtao, calling at Weihaiwei and Chiao-tung.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with radio-telegraph passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about Thursday, 23rd Aug., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWATTENHAM and DUTCH EAST INDIES.

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TELEPHONE CENTRAL No. 215.

GENERAL MANAGER

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	24th Aug.	"GLENBEG"	22nd Aug.	—
"GLENLUCE"	10th Sept.	"GLENBEG"	London, Rotterdam & Hamburg.	—
"GLENOCLE"	20th Sept.	"GLENBEG"	—	—
"CARMARTHESHIRE"	6th Oct.	"GLENBEG"	Genoa, London, Rotterdam and Hamburg.	—

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

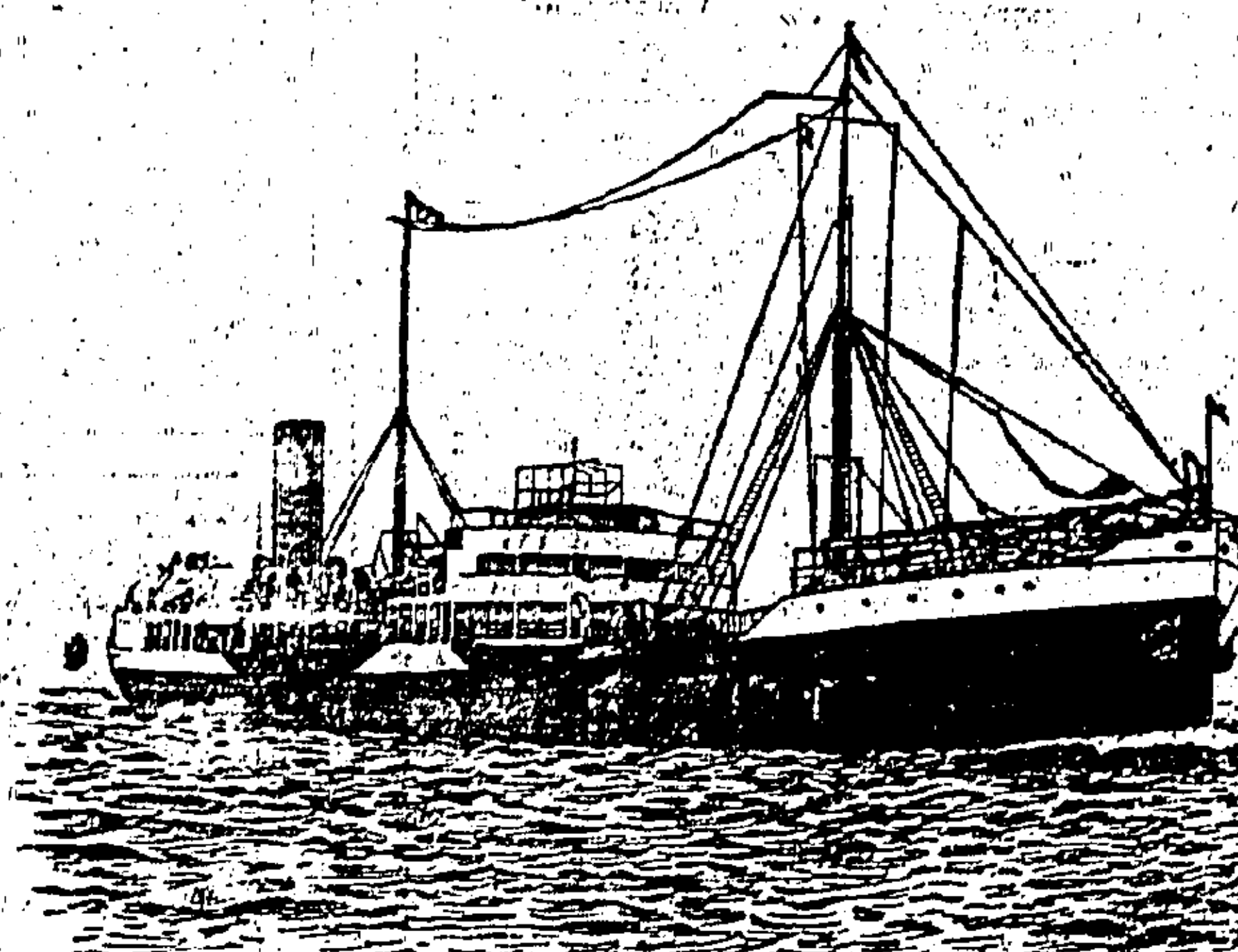
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4370' x 55' x 310' x 8,400 tons d.w. x 2,100 H.P.

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Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS

August 20th.
Zehong, British str., 1,220 tons, Capt. L. M. Gorgon, from Amoy, B. & S.
Lai Sang, British str., 3,323 tons, Capt. U. V. Falk, from Kobe, with a general cargo.—J. M. & Co.
Linas, British str., 1,356 tons, Capt. A. V. Harrison, from Bangkok and Hoihow, with a general cargo.—B. & S.
New Mathilda, British str., 842 tons, Capt. J. H. Van den Berg, from Haiphong and Hoihow, with a general cargo.—Yik Tai S.S. Co.
Shingo Maru, Japanese str., 3,331 tons, Capt. M. Jin, from San Francisco and Shanghai, with a general cargo.—T.K.K.

August 21st.

Albion, British str., 3,249 tons, Capt. L. M. Gorgon, R.D., R.N.R., from Shanghai, with a general cargo.—J. M. & Co.
Banka, Danish str., 1,000 tons, Capt. E. Juel Hansen, from Bangkok, with a general cargo.—John Manners & Co.
Footie, Chinese str., 857 tons, Capt. K. Ishii, from Chong, with a general cargo.—Shan Tai Hong.
Haikang, British str., 1,297 tons, Capt. J. S. Thomson, from Foochow, Amoy, and Swatow, with a general cargo.—D. L. & Co.
Hakone Maru, Japanese str., 10,420 tons, Capt. T. Sekine, from Yokohama, Kobe, Moji and Shanghai, with a general cargo.—N.Y.K.
Huich Hsin, Chinese str., 992 tons, Capt. J. Freymann, from Swatow, with a cargo of rice.—Kiu Tye Hong.
Kashmir, British str., 9,000 tons, Capt. E. B. Bartlett, O.B.E., R.N.R., from Yokohama and Shanghai, with a general cargo.—M.M.

Lingchow, British str., 1,220 tons, Capt. Wm. McDonald, from Shanghai and Amoy, with a general cargo.—B. & S.
Nango Maru, Japanese str., 700 tons, Capt. S. Furukawa, from Haiphong and Hoihow, with a general cargo.—Y.K.K.
Pooten, Chinese str., 314 tons, Capt. Lai Yee, from Kwang Chow Wan, with a general cargo.—Kwang Woo Loong.
Sanka Maru, Japanese str., 1,038 tons, Capt. I. Furukawa, from Keelung, with a cargo of coal.—M.B.K.
Taiken Maru, Japanese str., 1,294 tons, Capt. T. Ishigaki, from Keelung, with a cargo of coal.—Y.K.K.
Taidun, Chinese str., 1,216 tons, Capt. W. P. Jensen, from Shanghai and Swatow, with a general cargo.—C.M.S.N. Co.
Wing Sang, British str., 1,517 tons, Capt. J. V. Simpson, from Manila, with a general cargo.—J. M. & Co.

CLEARANCES

August 20th.
Chambord, for Haiphong.
 August 21st.
Footie, for Canton.
Glebe, for Singapore.
Hakone Maru, for Singapore.
Kashmir, for Singapore.
Kwang Sang, for Swatow.
Lingchow, for Canton.
Tai See Ma, for Kwang Chai Wan.
Tatung, for Canton.

PASSENGERS.

ARRIVALS

Per P. & O. s.s. Kutchin, on August 21st: Misses Benril, Wannemaker, Cross, Sawyer, Mr. J. N. Joyner, Mr. and Mrs. Maroto.

Per P. & O. s.s. Kutchin, from Yokohama, via ports: Miss A. C. Cleary, Mr. J. S. G. Billett, Miss A. C. Cleary, Mrs. W. Bartlett, Capt. F. M. Berkey, Miss A. Kromer, Mrs. C. M. White, Mrs. C. G. G. Keane, Dr. W. L. Toh, Mr. and Mrs. Stempell, Mr. Man de Nollhenries, Mrs. E. A. Mitchell, Mr. H. A. Munro, Mr. and Mrs. Yeend, Miss Hart, Miss H. Billett, Mr. T. Rogers, Mr. H. A. Vivian, Mr. P. McIntyre, Mrs. M. W. Wood, Miss M. W. Rouze, Mr. K. S. Kewal, Mr. John, Mr. Wedlake, Miss Pott, Miss V. Pugh, Mr. G. A. Musitano.

DEPARTURES

Per M.M. s.s. Chamford, on August 21st: Col. W. N. Nicholson, Rev. and Mrs. D. L. Jeffrey, Rev. and Mrs. H. C. Smith, Rev. and Mrs. H. A. Jackson, Miss J. Robler, Miss E. Frost, Count and Mrs. Balmert, Mr. A. Carta, Mr. R. L. L. Vesser, Mr. J. Bille, Mr. and Mrs. Trombitzky, Mrs. Andrien, Mr. Johnson, Mr. S. Dunn, Major A. D. Molony, Mr. and Mrs. H. G. Caruall, Mr. and Mrs. G. H. Miller, Mr. Carl Tenbroeck, Vice-Governor A. Gilmore (of Philippines), Dr. Wade, Dr. Lopez Rital, Dr. Gutierrez, Mr. H. G. Jackson, Mr. O. Stepanek, Mr. and Mrs. Constantines, Mr. J. W. Steil, Mr. and Mrs. L. W. Mason, Mr. and Mrs. G. A. Perkins, Mrs. D. Teus, Miss D. Teus, Mr. and Mrs. Soudagorta, Rev. Sister Teresa Pera, Mr. W. Ross, Mr. J. L. de Sein, Rev. Fa. A. Menni, Rev. Sister M. Bianchi, Rev. Sister M. G. Pasqualini.

SHIPPING MOVEMENTS.

The P. & O. s.s. Jalna arrived London at 4 p.m. on August 18th.
The M.M. s.s. Chili, which left Hongkong on July 10th, arrived at Marseilles on August 11th at 6 a.m.
The R.M.S. Empress of Australia, Capt. S. Robinson, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai (Wootton), Kobe and Yokohama, at 6 a.m. on Friday, the 21st inst.
The Admiral Oriental liner President Grant, due Hongkong on Monday, August 27th, arrived at Yokohama on August 19th as per schedule. She sailed from that port for Hongkong via Kobe and Shanghai on Sunday, August 19th, and carries heavy mail from Seattle for this port.

VESSELS EXPECTED

Achilles (Blue Funnel), due August 22nd.
Amboise (M.M.), due August 28th.
Hellerophon (Blue Funnel), due Sept. 7th.
Condillere (M.M.), due September 11th.
Elphior (Blue Funnel), due Sept. 12th.
Empress of Asia, due August 27th.
Manila (P. & O.), due August 22nd, noon.
Montar (Blue Funnel), due August 31st.
Moriana (Blue Funnel), due Sept. 8th.
Nagoya Maru, due August 28th.
Kyushu (Blue Funnel), due August 28th.
Sophia Rickmers, due August 29th.
Salpa Maru (T.K.K.), due August 31st.
Victoria, due August 27th.

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association
 c/o Traffic Bureau, Dept. of Railways, Tokyo.

Average Rates for Single Rooms (without Bath) including meals
 Y. 10-13 in cities and some popular resorts.
 Y. 8-10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko)—**Kyoto**—**Nagoya**—**Shimoda**
 Lake Hotel—**Kyoto Hotel**—**Nagoya Hotel**—**Daitokuwan Hotel**
Kamakura—**Miyako Hotel**—**Nara**—**Imperial Hotel**
Kashin Hotel—**Matsushima**—**Nikko**—**Omori Hotel**
Kanazawa—**Park Hotel**—**Kanazawa Hotel**—**Tokyo Station Hotel**
Mikasa Hotel—**Miyajima**—**Nikko Hotel**—**Tokiji Sanyokan Hotel**
Mampai Hotel—**Miyajima Hotel**—**Osaka**—**Yokohama**
Kobe—**Fujiya Hotel**—**Osaka Hotel**—**Grand Hotel**
Oriental Hotel—**Nagasaki**—**Shimonoseki**—
Tor Hotel—**Japan Hotel**—**San-ye Hotel**

IN TAIWAN (FORMOSA)

Taipei:—Taiwan Railway Hotel

IN MANCHURIA

Fusan—**Changchen**—**Hoten (Mukden)**—
Fusan Station Hotel—**Yamato Hotel**—**Yamato Hotel**
Keijo (Seoul)—**Dairen**—**Yamato Hotel**
Chosen Hotel—**Hoshigaura**—**Yamato Hotel**
Shingai—**Shingai Station Hotel**

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

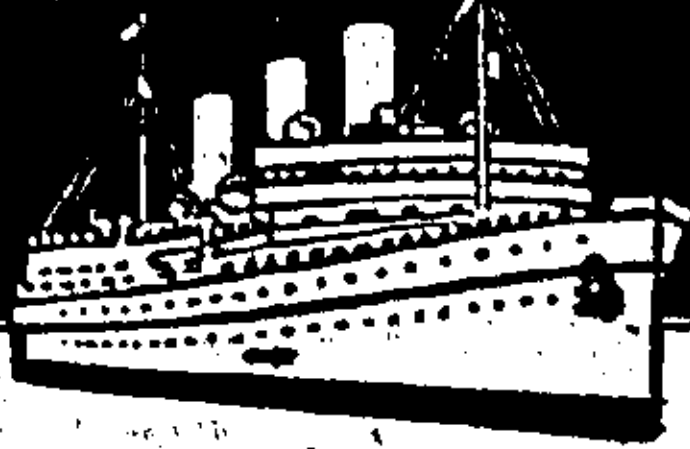
SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.



CANADIAN PACIFIC



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Via Vancouver	From Vancouver	From Montreal	From Quebec
Empress Australia Aug. 24	Sept. 12	Montcalm	Sept. 21	Sept. 23
Empress Asia Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
Empress Canada Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2
Empress Australia Oct. 19	Nov. 7	Montcalm	Nov. 16	Nov. 23
Empress Asia Nov. 1	Nov. 19	Empress Scotland	Nov. 24	Nov. 30
Empress Canada Nov. 17	Dec. 5	Empress France	Dec. 9	Dec. 15
Empress Russia Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held subject and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K. THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

First class throughout. £120. Mono class steamers on the Atlantic. HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU. STEAMERS. SHENYO MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 21st. SHIBUYA MARU (calling at Dairen) ... 20,000 tons, Sept. 18th. TAIYO MARU (calling at Manila and Keelung) ... 20,000 tons, Sept. 26th. TENYO MARU (calling at Keelung) ... 20,000 tons, Oct. 23rd. KOREA MARU (calling at Manila and Keelung) ... 20,000 tons, Nov. 1st.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE. THROUGH BY TRANS-ANDALUS ROUTE TO BUENOS AYRES. STEAMERS. GINYO MARU ... 18,000 tons, September 5th. ANYO MARU ... 18,700 tons, October 20th. SEIYO MARU ... 18,000 tons, December 4th. BAKUYO MARU ... 18,500 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE.

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA. STEAMER DESTINATION. LEAVE HONGKONG. PERSIA MARU (Batavia, Samarang & Soerabaya) ... September 10th. NEW YORK LINE. (Freight only). VIA JAVA AND SUEZ. STEAMER. MEIYO MARU ... about September 30th. For full information regarding Passengers, Freight & Sailings. Apply to: Y. TSUTSUMI, Manager. Agents at Canton: King's Building, Tel. No. C. 2374 & 2375. Messrs. T. E. GRIFFITH.

Y. K. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi.

A.S. "TAIKWA MARU" ... on or about 23rd Aug.

For KEELUNG via Swatow & Amoy.

A.S. "NANYO MARU No. 1" ... on or about 23rd Aug.

For further particulars, please apply to—

Branch Office: No. 27, Bonham Strand, West. Tel. Central No. 165.
 S. MITARAI, Agent. Top Floor, King's Building. Tel. Central No. 140.

THE RED HAND

COMPOSITIONS LIMITED, LONDON.

Contractors to the Admiralty, India Office, War Office,
 Crown Agents for the Colonies, &c.

"THE RED HAND BRAND."

Antifouling Compositions for Ships' Bottoms,
 Anticorrosive Paints, Ready mixed, for all purposes.

Supplies available from:

DODWELL & CO., LTD.
 SOLE AGENTS.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
 "PRESIDENT PIERCE" ... Aug. 28th.
 "PRESIDENT LINCOLN" ... Sept. 17th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

FIRST CLASS THROUGHOUT. CABIN CLASS ON ATLANTIC. SECOND CLASS ON ATLANTIC.

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK.	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE GRAND CANYON FEATHER RIVER YELLOW-STONE PARK NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT LINCOLN" ... Sept. 8th.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GILPEN" ... Thursday, Aug. 23rd, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports. Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America G. 3405, G. 3420, G. 3440.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.
 KAGA MARU ... Monday, 15th Oct.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.
 SUVA MARU ... Thursday, 29th Aug., at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.
 MATSUOKE MARU ... First half Sept.
LIVERPOOL via MARSEILLES & VALENCIA.
 DARBAN MARU ... First half Sept.
SYDNEY & MELBOURNE via Manila, &c.
 TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.
 YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.
NEW YORK & BOSTON via PANAMA.
 LISBON MARU ... Friday, 31st Aug.
BUENOS AIRES via Singapore, Durban & Cape Town.
 KANAGAWA MARU ... End Oct. or beginning Nov.
BOMBAY via Singapore and Colombo.
 WAKASA MARU ... Monday, 27th Aug.
CALCUTTA via Singapore, Penang & Rangoon.
 RANGOON MARU ... Thursday, 30th Aug.
NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI, KOBE & YOKOHAMA

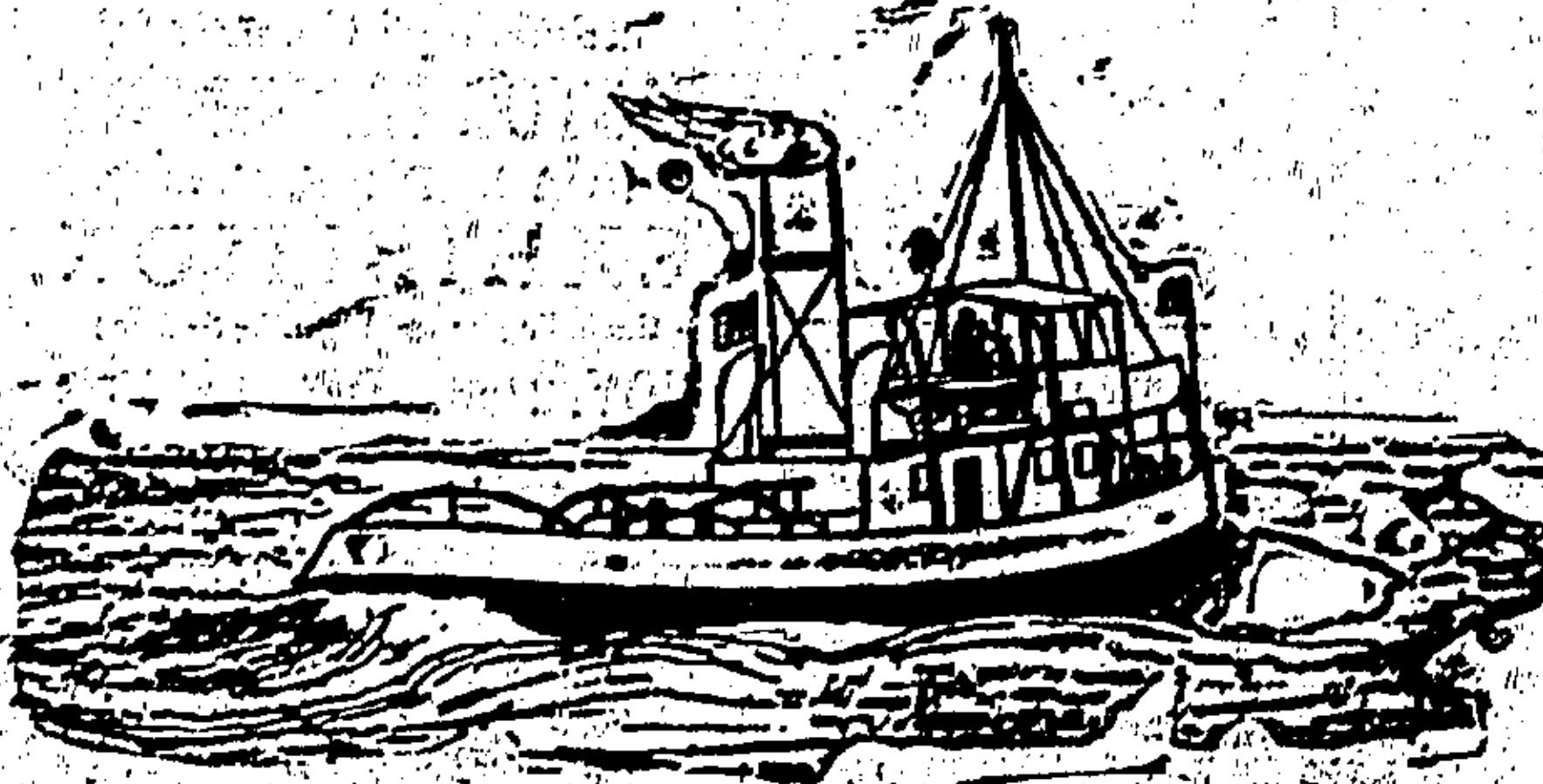
MUROHAN MARU ... Sunday, 26th Aug.
 HAKUZAKI MARU ... Tuesday, 28th Aug.
 NAGANO MARU ... Monday, 3rd Sept.

For further information apply to—NIPPON YUSEN KAISHA
 Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND ISLAND ENGINEERS

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



OLLIVER TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.
 Boiler, Keels, Frames and Constructional Engineers and Repairs.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 2nd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

1st Class Steamers	...	1st Class £92.—2nd Class £63.—
2nd Class Steamers	...	1st Class £84.—2nd Class £56.—
3rd Class Steamers	...	1st Class £56.—

S.S. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Deck or Stowage.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.)
(Tel. Central 7807)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BOSTON"	...	via Suez Canal	...	25th Aug.
S.S. "ANTIOCHUS"	...	via Suez Canal	...	5th Sept.
S.S. "BELLEROPHON"	...	via Suez Canal	...	15th Sept.
S.S. "CITY OF BAGDAD"	...	via Suez Canal	...	25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.
(JONES SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES**
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	...	...	3rd Sept.
ANDRE LEBON	...	...	17th Sept.
AMBOISE	...	...	1st Oct.
CORDILLERE	...	...	15th Oct.
ANGERS	...	...	29th Oct.
ORILLI	...	...	12th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

A Class (1st Class) ...	...	B Class (1st Class) ...	...
STEAMERS (2nd) ...	...	STEAMERS (2nd) ...	...

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

S.S. ... loading for HAVRE, ANTWERP & DUNKIRK, about
Also through B/Lading issued to HELSINKI, REVAL and RIGA.

MESSAGERIES MARITIMES CO.,

1st Floor, Queen's Building, Phone Central No. 2008.
K. A. HEYUM, Rep. Agent.
JAPAN-CHINA-PHILIPPINES.
INDO-CHINA-STRAITS & JAVA.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Rooms and Excellent Cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

* RAICHING	...	Capt. J. S. Thomson	Friday, 24th Aug. at 8 a.m.
* HAIHONG	...	Capt. W. C. Pasmore	Sunday, 26th Aug. at 10 a.m.
* HAIFONG	...	Capt. Ellis Walker	Tuesday, 28th Aug. at 1 p.m.

*Calling at Amoy for Passengers only.

*For Swatow only.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAK & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

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No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
[NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.]PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Ton.	From Hongkong (about)	Destination
"KASHMIR"	8,960	22nd Aug. Noon	Mars. Gib., London & Antwerp.
"ALFORD"	8,272	22nd Aug. Noon	S'pore, Penang, Colombo & B'way.
"MACEDONIA"	11,069	7th Sept.	B'way, Mars. Gib., London & A'werp.
"SICILIA"	8,813	20th Sept.	S'pore, Penang, Colombo & Bombay.
"DONGOLA"	8,983	21st Sept.	Mars. Gib., London & Antwerp.
"MANTUA"	10,902	5th Oct.	B'way, Mars. Gib., London & A'werp.
"SOUDAN"	6,696	17th Oct.	S'pore, Penang, Colombo & B'way.
"KARMA"	8,098	19th Oct.	Mars. Gib., London & Antwerp.
"CALDONIA"	7,622	22nd Nov.	do.
"NELORE"	8,858	4th Nov.	do.
"MALWA"	10,941	18th Nov.	do.
"KALYAN"	9,062	30th Nov.	B'way, Mars. Gib., London & A'werp.
"SOUDAN"	6,696	13th Dec.	S'pore, Penang, Colombo & B'way.

1924.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,052	1st Sept.	Singapore, Penang & Calcutta.
"JANUS"	4,884	8th Sept.	do.

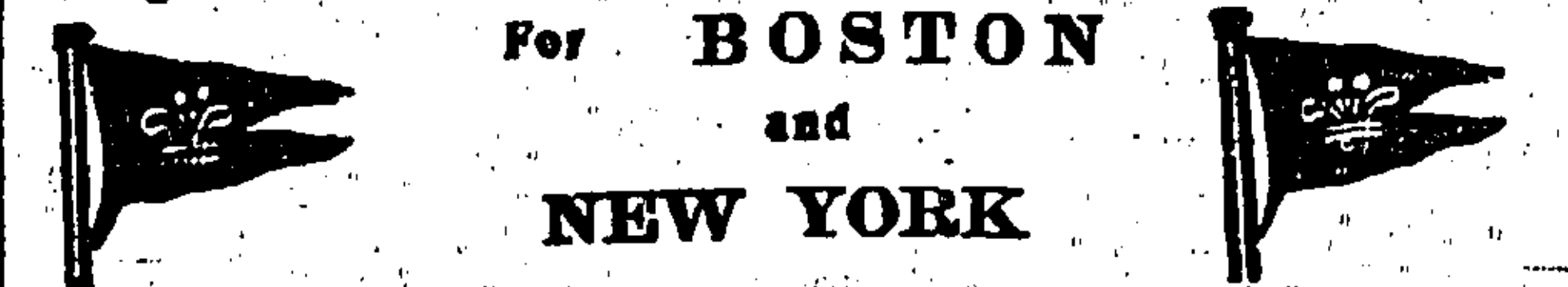
"EASTERN"	4,000	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	6th Oct.	do.

"MANTUA"	10,902	23rd Aug. 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,813	29th Aug.	Shanghai.
"TANDA"	6,958	29th Aug.	Yokohama & Kobe.
"KARMA"	8,098	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
*WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Hongkong must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
St. George's Building
Telephone: Central 5165
Telegram: Furprince

[2]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
"LONDON MARU" ... Sunday, 16th Sept.
RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon
"CHICAGO MARU" ... Tuesday, 18th Sept.
BOMBAY—fortnightly service via Singapore and Colombo.
"ARGON MARU" (Call at Penang) ... Tuesday, 4th Sept.
"ANDER MARU" ... Thursday, 20th Sept.
SAIGON, BANGKOK, & SINGAPORE—Regular monthly Passenger Service.
"BUSHO MARU" ... Saturday, 1st Sept.
CALCUTTA—Monthly Service via Singapore and Rangoon.
"HONOLULU MARU" ... Wednesday, 12th Sept.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"HAWAII MARU" ... Friday, 31st Aug.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.
"ATLAS MARU" ... Beginning of Sept.
JAPAN PORTS—Kobe, Yokohama via Shanghai.
"AMAZON MARU" ... Friday, 31st Sept.
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"AMAKURA MARU" ... Wednesday, 22nd Aug. Noon.
TAKAO via SWATOW & AMOY.
"BOHJU MARU" ... Thursday, 30th Aug. 10 a.m.
TAKAO & KEELUNG.
"TOYEN MARU" ... Monday, 3rd Sept.
For sailing dates and further particulars please apply to
S. SHIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

Ports	Steamer	Date of Departure	D.L.
JAVA	"TAIKOOWANYI"	On 23rd Aug.	D.L.
AMOY & SHANGHAI	"SUNNING"	On 23rd Aug.	D.L.
CHEFOO & NEWCHWANG	"HANYANG"	On 23rd Aug.	D.L.
HONGHAI, PAKHOI & HAIPHONG	"YUNNAN"	On 23rd Aug.	9 a.m.
HONGKONG	"CHINAN"	On 23rd Aug.	10 a.m.
SWATOW & SHANGHAI	"LIANGCHOW"	On 23rd Aug.	4 p.m.
SHANGHAI & TRINGTAO	"SZECHUEN"	On 23rd Aug.	D.L.
HONGHAI & BANGKOK	"LINAN"	On 25th Aug.	10 a.m.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 26th Aug.	D.L.
SWATOW & SHANGHAI	"KINKIANG"	On 26th Aug.	Noon.
SWATOW & SINGAPORE	"KWEIYANG"	On 26th Aug.	4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to P'ow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

PANOKOR LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
(JONES SWIRE & SONS, LTD.)
Agents.
CARGO & "K" CLASS CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JONES SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINEHONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"CHANGSHA"	...	...

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—
BUTTERFIELD & SWIRE
(JONES SWIRE & SONS, LTD.) Agents.
Telephone Central No. 38.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.B. "West Chopaka"	...	Due Hongkong 5th Sept.
U.S.B. "West Carmona"	...	Leave Hongkong 6th Sept.
U.S.B. "West Carmona"	...	Due Hongkong 10th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO VESSEL
SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH HILLS OF
LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.
U.S.B. "West Carmona" ... Due Hongkong 20th Aug.
Leave Hongkong 31st Aug.

TO MANILA AND SINGAPORE.
U.S.B. "West Farallon" ... Due Hongkong 7th Sept.
Leave Hongkong 8th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY.

L. EVERETT,
General Agent for
JAPAN-CHINA-PHILIPPINES.
INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building,
Phone Central No. 2008.
K. A. HEYUM, Rep. Agent.

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DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR
LEVANT, BLACK SEA & DANUBE PORTS
PIEDMONT having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.
VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "ROSANDRA" ... sailing on or about 22nd Sept.
S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.
S.S. "TRIESTE" ... sailing on or about 2nd Sept.
S.S. "ROSANDRA" ... sailing on or about end of Sept.
S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.
S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
Agents.
Telephone Central 1030.

POST OFFICE NOTICE

Telegraphic Communication with Gap Rook and Waglan Light-houses is interrupted.

Wireless Communication with Kwong Toheou Wan is interrupted.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Swatow	22nd Aug.
SHANGHAI	Swatow	23rd Aug.
SHANGHAI	Swatow	23rd Aug.
SHANGHAI	Swatow	23rd Aug.
SHANGHAI	Swatow	23rd Aug.
SHANGHAI	Swatow	23rd Aug.
SHANGHAI	Swatow	23rd Aug.
SHANGHAI	Swatow	23rd Aug.
SHANGHAI	Swatow	23rd Aug.
SHANGHAI	Swatow	23rd Aug.

OUTWARD MAILS.

TO	PER	DATE
Straits, Bangkok, Ceylon, Mauritius, L. Marquies, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via MARSEILLES—due Marseilles, 22nd Sept.—and Australia & New Zealand via Singapore to connect there with s.s. Marella which is due at Thursday Island 10th Sept. ...	Kashmir	Wednesday 22nd, Registration 9.45 A.M. Letters 10.30 A.M.
Manila	Scheer	10.00 A.M.
Swatow, Amoy and Formosa	Swatow	11.00 A.M.
Swatow and Amoy	Swatow	1.30 P.M.
Hoihow Pakhoi and Haiphong	Yunnan	Thursday, 23rd, 8.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquies, S. Africa, India via Dhanushkodi, Bombay & Aden	Alipore	10.30 A.M.
Amoy and Fuchow	Haiching	9.00 A.M.
Straits and Calcutta	Laitana	1.00 P.M.
Java via Batavia	Typanas	2.00 P.M.
Shanghai and Japan	Manila	2.30 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C.—due Vancouver, 12th Sept.—Ship sails 24th inst. 6.00 a.m. ...	Swamp of Australia	3.00 P.M.
Hoihow and Haiphong	Leesang	5.00 P.M.

*Overseas mail bearing vessel's name.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"PATROCLUS" 4TH SEPT. Marseilles, London & Rotterdam
 "LYCAON" 17TH SEPT. London, Rotterdam & Hamburg.
 "MENTOR" 24TH SEPT. London, Rotterdam & Hamburg.
 "AGAPENOB" 8TH OCT. London, Rotterdam & Dunkirk.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"AGAMEMNON" 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow.
 "KT. TEMPLAR" 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.
 "PROMETHEUS" 1ST OCT. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

(VIA KORE AND YOKOHAMA).

"ACHILLES" 12TH SEPT. Victoria, Seattle & Vancouver.
 "PHILOCTETES" 26TH SEPT.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"ANTIOCHUS" 5TH SEPT. via Suez and Boston.
 "BELLEROPHON" 15TH SEPT. via Suez and Boston.

PASSENGER SERVICE

"MENTOR" 1ST SEPT. for Moji, Kobe & Yokohama.
 "PATROCLUS" 4TH SEPT. for Singapore, Marseilles & London.
 "MENTOR" 24TH SEPT. for Singapore & London.
 "TEIRESIAS" 5TH NOV. for Singapore & London.
 "SARPEDON" 11TH DEC. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR
 MANAGER.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:

York Building, Charter Road, Hongkong.
 Branches:
 Shanghai—51, Kiangnan Road.
 Hankow—British Consulate.

Correspondents in:
 London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of deposits. Inquiries are welcome.

D. H. KAL
 Manager.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE:

Alexandra Buildings, Charter Road.

General Banking and Exchange business transacted. Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application. The Bank also conducts a Savings Department.

K. C. LAU,
 Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

21st August, 1923.

ON LONDON—	Telegraphic Transfer	1/2
Bank Bill, on demand	1/2 1/2	
Bank Bill, at 30 days sight	1/2 1/2	
Bank Bill, at 4 months sight	1/2 1/2	
Credit, at 1 month's	1/2 1/2	
Documentary Bill, 4 months' sight	1/2 1/2	
ON PARIS—	Bank Bill, on demand	920
Credit, 4 months' sight	980	
ON NEW YORK—	Bank Bill, on demand	51 1/2
Credit, at 30 days sight	52 1/2	
ON HONGKONG—	Telegraphic Transfer	168 1/2
Bank Bill, on demand	168 1/2	
ON CALCUTTA—	Telegraphic Transfer	168 1/2
Bank Bill, on demand	168 1/2	
ON SHANGHAI—	Bank Bill, at sight	nom.
Private, 30 days sight	104 1/2	
ON YOKOHAMA—	On demand	103
ON MANILA—	On demand	96 1/2
ON SINGAPORE—	On demand	133 1/2
ON BATAVIA—	On demand	133 1/2
ON HAIKONG—	On demand	nom.
ON SAIGON—	On demand	82 1/2
ON BANGKOK—	On demand	82 1/2
SOVEREIGN, Bank's Buying rate	8.65	
GOLD LEAF, 100 fine, per tael	311 1/2	
SILVER, per oz	311 1/2	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
 Authorized Capital \$50,000,000
 Paid-up Capital \$30,000,000
 Reserve Funds \$24,500,000
 Sterling \$24,500,000
 Silver \$24,500,000
 Reserve Liability of Proprietors \$20,000,000.

Directors:
 Hon. Mr. A. O. LANE—Chairman.
 D. G. M. BERNARD, Esq.—Deputy Chairman.
 A. H. COMPTON, Esq. W. L. PATTERSON, Esq.
 G. M. DODD, Esq. J. A. PLUMMER, Esq.
 G. T. M. EDKINS, Esq. H. P. WHITE, Esq.

Chief Manager:
 Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.
 Manager: Shanghai—G. H. STETZ, Esq.

LONDON BANKERS:
 WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
 For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. G. STEPHEN,
 Chief Manager.
 Hongkong, 14th November, 1922. [23]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
 HEAD OFFICE—LONDON.

Paid-up Capital \$2,000,000
 Reserve Fund \$2,000,000
 Reserve Liability of Proprietors \$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON,
 Manager.
 Hongkong, May 8th, 1922. [31]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 36, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00
 Paid-up Capital Frs. 63,400,000.00
 Reserve Fund Frs. 59,667,253.54

BRANCHES:
 Bangkok, Hongkong, Saigon, Shanghai, Canton, Hankow, Peking, Tientsin, Yunnan, Haiphong, Pondicherry, Yunnan.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of banking and exchange business transacted.
 V. MARBOT,
 Acting Manager.
 Hongkong, July 12th, 1921. [32]

The "Three Castles" Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
 15, Greenchurch Street, London, E.C. 3.

Authorized Capital £20,000,000
 Subscribed Capital £11,000,000
 Paid-up Capital £11,000,000
 Reserve Fund £11,000,000

BANKERS:
 THE BANK OF ENGLAND,
 THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, Kandy, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:
 Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
 N. C. WILSON,
 Manager.
 7 Queen's Road Central,
 Hongkong, May 31st, 1922. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINCO)
 Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 80,000,000
 Capital (Paid-up) Yen 52,500,000
 Reserve Funds Yen 12,150,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
 FORMOSA—Gilan, Kagi, Karenko, Keelung, Makung, Nanto, Pinau, Shingchiu, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
 CHINA—Shanghai, Hankow, Kiating, Amoy, Fuchow, Swatow, Canton.
 OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTRIES WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
 S. KONDOH,
 Manager.
 4, Des Voeux Road,
 Hongkong, 7th September, 1922.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:
 No. 10, Des Voeux Road C., HONGKONG.

Established 1919.
 Authorized Capital \$10,000,000.00
 Paid-up Capital 5,000,000.00
 Reserve Fund 500,000.00

DIRECTORS:
 Mr. Pong Wai Tung, Chairman,
 Hon. Mr. Chow Mr. Huynh Tai,
 Shou Son, Mr. Kan Ying Po,
 Mr. Li Koon Chun, Mr. Mok Ching Kong,
 Mr. Fung Ping Shan, Mr. Wong Yan Tong,
 Mr. P. K. Kwok, Mr. Chan Ching Shek,
 Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po,
 Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—

LONDON, NEW YORK, SAN FRANCISCO, SHANGHAI, YOKOHAMA, KOBE, NAGASAKI, HANKOW, BATAVIA, SOURABAYA, MANILA, BOMBAY, SAMARANG, CALCUTTA.

London Bankers—The London Joint City and Midland Bank, Ltd.
 Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:
 For 3 months at the rate of 3 per cent. per annum.
 For 6 months at the rate of 4 per cent. per annum.
 For 12 months at the rate of 5 per cent. per annum.
 KAN TONG PO,
 Chief Manager.
 Hongkong, February 28th, 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) Yen 100,000,000
 Reserve Fund Yen 69,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at

Batavia, Kobe, Soerabaya, Rangoon, London, San Francisco, Buenos Ayres, Lyons, Los Angeles, Seattle, Shanghai, Manila, Singapore, Nagasaki, Yokohama, Dairen (Dalny), Fushan, Hongkong, Newchwang, Hankow, New York, Honolulu, Peking, Tientsin, Harbin, Biode, Tientsin, Kai Yuen, Janeiro, Vladivostok.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 T. NISHIYAMA,
 Manager.
 19th March, 1922. [28]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital F. 100,000,000 £2,333,333
 Paid-up Capital F. 80,000,000 £2,000,000
 Reserve Fund F. 19,700,150 £1,047,432
 Special Reserve F. 22,600,000 £1,539,333

Head Office—Amsterdam.

Branches at:
 The Hague—Rotterdam.
 Head Agency—Batavia.

BRANCHES—

Bandjoesman, Macassar, Shanghai, Bandoeng, Medan, Singapore, Soerabaya, Palembang, Soerakarta, Cheribon, Pecalang, Tegal, Djember, Penang, Tientsin, Djakarta, Pontanak, Weltevreden, Kobe, Rangoon, Kots-Badia, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers—The National Provincial and Union Bank of England, Ltd. The Bank buys and sells, and receives for collection Bills of Exchange, issued letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.
 W. H. GROSCHAMP,
 Agent.
 Hongkong, August 14th, 1922. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
 Authorized Capital \$80,000,000.00
 Paid-up Capital 12,378,600.00
 Reserve Funds 9,629,425.24

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers—The Irving National Bank.

The Equitable Trust Co., New York. Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI,
 Manager.
 Hongkong, September 8th, 1921. [22]

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